



International Civil Aviation Organization

AGA/AOP/SG/5-WP/14.REV.

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CAR/SAM REGIONAL PLANNING IMPLEMENTATION GROUP (GREPECAS)

**Fifth Meeting of the GREPECAS Aerodromes and Ground Aids /  
Aerodrome Operational Planning Subgroup (AGA/AOP/SG/5)**

Montevideo, Uruguay, 20 to 24 November 2006

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**Agenda Item 4:** Review of Air Navigation Plan Matters  
4.2 CAR/SAM Regional Air Navigation Plan Amendments

**AMENDMENTS TO THE CAR/SAM REGIONAL AIR NAVIGATION PLAN  
IN 2005 AND 2006**

(Presented by Secretariat)

**SUMMARY**

This working paper presents the Amendments to the CAR/SAM Regional Air Navigation Plan in its Volumes I – ANP Basic and II – FASID between 2005 and 2006.

**References:**

- Final Report of the Third Meeting of the GREPECAS Aerodromes and Ground Aids/Aerodrome Operational Planning Subgroup (AGA/AOP/SG/3), Monterrey, Nuevo León, Mexico, from 30 September to 03 October 2003
- Final Report of the Fourth Meeting of the GREPECAS Aerodromes and Ground Aids/Aerodrome Operational Planning Subgroup (AGA/AOP/SG/4), Mexico City, Mexico, from 15 to 18 November 2004
- Amendment to the FASID CAR/SAM ANP/Serial No. SAM 04/5 – AGA/AOP, Approved on 18 July 2005
- Amendment to the FASID CAR/SAM ANP/Serial No. SAM 06/4 – AGA/AOP, Approved on 5 July 2006
- Amendment to Volume I - Basic CAR/SAM ANP/Serial No. SAM 06/6 – AGA/AOP, Approved on 23 October 2006
- Amendment to Volume II - FASID CAR/SAM ANP/Serial No. SAM 04/7 – AGA/AOP/MET/AIS, Approved on 23 October 2006

**1. Introduction**

1.1 The Air Navigation Plan is a dynamic document. For this purpose, it is being submitted to amendments, which permit to adapt the status of implementation of the international airport facilities and changes generated by the installation and operation of new technologies of information and communication (TIC).

1.2 Some SAM States have requested, in the last two AGA/AOP/SG Meetings (3 and 4), a series of changes and updates necessary of the Air Navigation Plan. Therefore, through information notes, they addressed all the necessary reasons and arguments to their respective requests.

1.3 The changes requested to the Air Navigation Plan were received by the SAM Regional Office to proceed to its analysis and indicate the necessary steps to attend the States's requirements.

## **2. Amendments Requested and Approved**

2.1 The requested and approved Amendments by the States are presented as **Appendices A to D**, as mentioned below:

- **Appendix A:** Amendment to the CAR/SAM FASID/Serial No. SAM 04/5 – AGA/AOP, Approved on 18 July 2005
- **Appendix B:** Amendment to the CAR/SAM FASID/Serial No. SAM 06/04 – AGA/AOP, Approved on 5 July 2006
- **Appendix C:** Amendment to the ANP CAR/SAM Volume I – Basic/Serial No. SAM 06/6 – AGA/AOP, Approved on 23 October 2006
- **Appendix D:** Amendment to the ANP CAR/SAM Volume II – FASID/Serial No. SAM 06/6 – AGA/AOP/MET/AIS, Approved on 23 October 2006

## **3. Suggested action**

3.1 The Meeting is invited to consider this note, mainly to its **Appendices A to D**, and comment them, if necessary.

**APPENDIX A**

**AMENDMENT TO THE CAR/SAM FASID/SERIAL NO. SAM 04/5 – AGA/AOP, APPROVED  
ON 18 JULY 2005**

Subject: Proposal for Amendment to the CAR/SAM FASID  
(Serial No. SAM 04/5- AGA/AOP)

a) **Plan:** CAR/SAM FASID (Doc 8733)

b) **Proposal for Amendment:**

**Amend** FASID Table III-AOP-1, as follows:

1. **Under BOLIVIA**

- i) For COCHABAMBA/Jorge Wilsterman, **replace** Rwy No. 13/31 by 14/32, in column 5.
- ii) For SANTA CRUZ/Viru Viru, **replace** Rwy No. 15/33 by 16/34, in column 5.

2. **Under BRAZIL**

- i) For CORUMBÁ/Corumbá Int<sup>1</sup>, **delete** “XD” (VOR/DME) in column 10.
- ii) **Add** the MACEIÓ/Zumbi dos Palmares Int<sup>1</sup> aerodrome with the following operational requirements:

Col. 1 – Locator indicator/city/aerodrome: SBMO – MACEIÓ/Zumbi dos Palmares Int<sup>1</sup>

Col. 2 - Alternate aerodrome: SBRF/Recife  
SBSV/Salvador

Col. 3 - Required RFF: Category 8

Col. 4 - APP: X (YES)

Col. 4 - TWR: X (YES)

Col. 5 - Runway designator numbers: 12/30

Col. 6 - Aerodrome reference code: 4 C

Col. 7 - Runway type: 12-PA-I  
30-NPA

Col. 8 - Taxiway: Runway 12

Col. 9 - Critical aircraft:	B-777
Col. 9 - Runway length:	<i>2600 m</i>
Col. 9 - Pavement strength:	263 ton
Col. 10 – ILS:	ILS CAT I/DME for Runway 12
Col. 10 – VOR:	VOR/DME for Runways 12/30
Col. 10 – NDB/L:	X (YES) for Runways 12/30
Col. 10 – GNSS:	X (YES) for Runways 12/30
Col. 11 – Prec. Appr. Lighting System:	CAT I for Runway 12
Col. 11 – Vis. Appr. Slope Ligh. System:	PAPI for Runway 12
Col. 11 – Rwy edge/thresh./rwy end ligh.:	X (YES)
Col. 11 – Taxiway edge lighting:	X (YES)
Col. 11 – Aerodrome identification beacon:	X (YES)
Col. 12 – Rwy designation marking:	X (YES) for Runways 12/30
Col. 12 – Rwy centreline marking:	X (YES)
Col. 12 – Rwy threshold marking:	X (YES) for Runways 12/30
Col. 12 – Rwy touchdown zone marking:	X (YES) for Runway 12
Col. 12 – Rwy side stripe marking:	X (YES)
Col. 12 – Aiming point marking:	X (YES) for Runways 12/30
Col. 12 – Taxiway centre line:	X (YES)
Col. 13 – RVR:	X (YES) for Rwy 12 touchdown zone

3. **Under CHILE**

- i) For IQUIQUE/Gral. Diego Aracena, **delete** “X”, in column 8
- ii) **Delete** TEMUCO/Manquehue aerodrome, columns 1 to 13

- A3 -

4. **Under PERU**
    - i) For CHICLAYO/Cap. José Quinoñes, **replace** Rwy No.18/36 by 01/19, in column 5.
    - ii) For CUZCO/Velazco Astete, **replace** Rwy. No. 09/27 by 10/28, in column 5.
    - iii) For PISCO/Pisco, **replace** Rwy No. 03/21 by 04/22, in column 5.
    - iv) For TRUJILLO/Cap. Carlos Martínez de Pinillos, **replace** Rwy No. 01/19 by 02/20, in column 5.
  5. **Under SURINAME**
    - i) For PARAMARIBO/Zorg en Hoop, **delete** “X”, in column 12, for TWY and HLD.
  6. **Under URUGUAY**
    - i) For MONTEVIDEO/Carrasco Int’1 Gral. Cesáreo L. Berisso, **delete** Rwy No. 10, columns 5, 7, 8, 9, Rwy No. 28, columns 5, 7, 8, 9.
    - ii) **Replace** RIVERA/Cerro Chapeu Int’1 by RIVERA/Presidente General Oscar D. Gestido Int’1, in column 1.
- c) **Originated by:** Bolivian CAA (DGAC), Brazilian CAA (DAC), Chilean CAA (DGAC), Peruvian CAA (DGAC), ICAO SAM Office and Uruguayan CAA (DINAC).
- d) **Originator’s reasons for amendment:**
- 1.i **Bolivia:** Earth magnetic variation.
  - 1.ii **Bolivia:** Earth magnetic variation.
  - 2.i **Brazil:** Brazilian CAA (DAC) proposes the elimination of this requirement in view of the changes introduced to routes UA 300 and UA304, as presented at the Fifth Meeting/Workshop of Air Traffic Management (ATM) Authorities and Planners for the RVSM, RNAV Routes and RNP Implementation in the CAR/SAM Regions (AP/ATM/5 RVSM-RNAV and RNP), held in Panama City, on 18-20 June, 2003.
  - 2.ii **Brazil:** Brazilian CAA (DAC) proposes the inclusion of the MACEIÓ/Zumbi dos Palmares Int’1 Aerodrome in the AOP Table of FASID, with the purpose of attending the applications of the airlines that operate according to international flights.
  - 3.i **Chile:** Demand studies indicate that Runway 18 does not need a parallel taxiway.
  - 3.ii **Chile:** Since November 2002, this aerodrome does not have international traffic anymore and it is not planned to have in the near future.
  - 4.i **Peru:** Earth magnetic variation.

- 4.ii **Peru:** Earth magnetic variation.
  - 4.iii **Peru:** Earth magnetic variation.
  - 4.iv **Peru:** Earth magnetic variation.
  - 5.i **SAM Office:** The ANP does not require parallel taxiway for PARAMARIBO/Zorg en Hoop aerodrome. Furthermore, the requirement for taxiway centre line and taxiway holding position markings is not necessary.
  - 6.i **Uruguay:** The RWY 10/28 is not in use anymore. This runway is utilized as aircraft parking position.
  - 6.ii **Uruguay:** The official aerodrome name changed to RIVERA/Presidente General Oscar D. Gestido Int'l.
- e) **Intended date of implementation:** States/Organizations should implement this Amendment as soon as possible after final approval of the proposal.
- f) **Proposal circulated to the following States and Organizations:**
- |                               |                                  |
|-------------------------------|----------------------------------|
| Anguilla (UK)                 | Jamaica                          |
| Antigua and Barbuda           | Mexico                           |
| Argentina                     | Montserrat (UK)                  |
| Aruba (K. of the Netherlands) | Nicaragua                        |
| Bahamas                       | Netherlands Antilles             |
| Barbados                      | Netherlands, K. of the           |
| Belize                        | Panama                           |
| Bermuda (UK)                  | Paraguay                         |
| Bolivia                       | Peru                             |
| Brazil                        | Puerto Rico (United States)      |
| Canada                        | Saint Kitts and Nevis            |
| Cayman Islands (UK)           | Saint Lucia                      |
| Chile                         | Saint Vincent and the Grenadines |
| Colombia                      | Suriname                         |
| Costa Rica                    | Trinidad and Tobago              |
| Cuba                          | Turks and Caicos Islands (UK)    |
| Dominica                      | United Kingdom                   |
| Dominican Republic            | United States                    |
| Ecuador                       | Uruguay                          |
| French Antilles (France)      | Virgin Islands (UK)              |
| France                        | Virgin Islands (United States)   |
| French Guyana                 | Venezuela                        |
| El Salvador                   |                                  |
| Grenada                       |                                  |
| Guatemala                     | International Organizations:     |
| Guyana                        | IATA                             |
| Haiti                         | IFALPA                           |
| Honduras                      |                                  |

g) **Secretariat comments:**

- 1.i The Bolivian CAA (DGAC) asked for this modification during the AGA Regular Mission carried out from 12 to 13 August 2003. This information is in the respective Report, which was agreed by the Bolivian CAA.
- 1.ii The Bolivian CAA (DGAC) asked for this modification during the AGA Regular Mission carried out from 19 to 21 September 2001. This information is in the respective Report, which was agreed by the Bolivian CAA.
- 2.i The Brazilian CAA (DAC) officially made this requirement through a Working Paper presented at the AGA/AOP/SG/3 Meeting, held in Nuevo Leon, Monterrey, Mexico, from 29 September to 03 October 2003. The Meeting decided to ask the SAM Office to analyse the subject. After the corresponding analysis, the SAM Office agrees with the Brazilian CAA solicitation.
- 2.ii The Brazilian CAA (DAC) officially made this requirement through a Working Paper presented at the AGA/AOP/SG/3 Meeting, held in Nuevo Leon, Monterrey, Mexico, from 29 September to 03 October 2003. The Meeting decided to ask the SAM Office to analyse the subject. After the corresponding analysis, the SAM Office agrees with the Brazilian CAA solicitation.
- 3.i The Chilean CAA (DGAC) asked for the elimination of this requirement through its letters N<sup>os</sup>. 04/3/307 and 04/3/604/2863, respectively, dated 17 June 2003 and 15 June 2004. After the correspondent analysis the SAM Office agrees with the Chilean CAA requirement.
- 3.ii The Chilean CAA (DGAC) asked to eliminate this aerodrome from the FASID during the AGA Regular Mission, carried out from 01 to 03 December 2002 and through its letters N<sup>os</sup>. 04/3/307 and 04/3/604/2863, respectively, dated 17 June 2003 and 15 June 2004. After the corresponding analysis, the SAM Office agrees with the Chilean CAA solicitation.
- 4.i The Peruvian CAA (DGAC) asked for this modification during the AGA Regular Mission carried out in 09/10 May 2001, due to earth magnetic variation. This information is in the respective Report, which was agreed by the Peruvian CAA.
- 4.ii The Peruvian CAA (DGAC) asked for this modification during the AGA Regular Mission carried out in 09/10 May 2001, due to earth magnetic variation. This information is in the respective Report, which was agreed by the Peruvian CAA.
- 4.iii The Peruvian CAA (DGAC) asked for this modification during the AGA Regular Mission carried out in 09/10 May 2001, due to earth magnetic variation. This information is in the respective Report, which was agreed by the Peruvian CAA.
- 4.iv The Peruvian CAA (DGAC) asked for this modification during the AGA Regular Mission carried out in 17/18 May 2004, due to earth magnetic variation. This information is in the respective Report, which was agreed by the Peruvian CAA.

- 5.i The ANP does not require parallel taxiway for PARAMARIBO/Zorg en Hoop aerodrome. Furthermore, the requirement for taxiway centre line and taxiway holding position markings is not necessary.
- 6.i The Uruguayan CAA (DINAC) asked, during the AGA Regular Mission carried out in 05/06 August 2003, for the elimination of the RWY 10/28 because it is not in use anymore. This runway is utilized as aircraft parking position. This information is in the respective Report, which was agreed by the Uruguayan CAA.
- 6.ii The Uruguayan CAA (DINAC) asked for this modification during the AGA Regular Mission carried out in 05/06 August 2003, because the official aerodrome name changed to RIVERA/Presidente General Oscar D. Gestido Int'l. This information is in the respective Report, which was agreed by the Uruguayan CAA.

**APPENDIX B**

**AMENDMENT TO THE CAR/SAM FASID/SERIAL NO. SAM 06/04 - AGA/AOP, APPROVED  
ON 5 JULY 2006**

Subject: Proposal for Amendment to the CAR/SAM FASID  
(Serial No. SAM 06/04 - AGA/AOP)

a) **Plan:** CAR/SAM FASID (Doc 8733)

b) **Proposal for Amendment:**

**Amend** FASID Table III-AOP-1, as follows:

1. **Under ARGENTINA**

- i) For BUENOS AIRES/San Fernando, **delete** “X” and “X” (SA for Runways 05 and 23) in column 11.
- ii) For COMODORO RIVADAVIA/General Mosconi, **delete** “L” (VA for Runway 07) in column 11.
- iii) For JUJUY/Gobernador Guzmán, **delete** “X” (SA for Runway 15) in column 11.
- iv) For RESISTENCIA/Resistencia, **delete** “L” (VA for runway 03) in column 11.
- v) For RÍO GALLEGOS/Piloto Civil N. Fernández, **delete** “L” (VA for Runway 07) in column 11.
- vi) For ROSARIO/Rosario, **delete** “X” (TWY for Runway 19) in column 8.
- vii) For USHUAIA/Malvinas Argentinas, **delete** SAWE/“Río Grande” in column 2.
- viii) For USHUAIA/Malvinas Argentinas, **delete** “L” (VA for Rwy 07) in column 11.
- ix) **Delete** BUENOS AIRES/Don Torquato aerodrome, columns 1 to 13.
- x) **Delete** FORMOSA/Formosa aerodrome, columns 1 to 13.
- xi) **Delete** POSADAS/Libertador Gral. D. José de San Martín aerodrome, columns 1 to 13.
- xii) **Delete** RÍO GRANDE/Río Grande aerodrome, columns 1 to 13.
- xiii) **Delete** TUCUMAN/Tte. Benjamín Matienzo aerodrome, columns 1 to 13.

2. **Under BRAZIL**
  - i) For MACEIÓ/Zumbi dos Palmares Int'l, **add** RS (Use) in column 1.
- c) **Originated by:** Argentinean CAA (Fuerza Aérea Argentina) and Brazilian CAA.
- d) **Originator's reasons for amendment:**
  - 1.i **Argentina:** Unnecessary.
  - 1.ii **Argentina:** Unnecessary.
  - 1.iii **Argentina:** Unnecessary.
  - 1.iv **Argentina:** Unnecessary.
  - 1.v **Argentina:** Unnecessary.
  - 1.vi **Argentina:** Unnecessary.
  - 1.vii **Argentina:** It is expected that Río Grande aerodrome be deleted from the Table AOP-1.
  - 1.viii **Argentina:** Unnecessary.
  - 1.ix **Argentina:** Don Torquato aerodrome was deactivated by the operator.
  - 1.x **Argentina:** Formosa aerodrome does not have regular operations of commercial air transport. It presents a remarkable decrease in the regular general aviation (most of the time without operations) because it is located very close to Resistencia aerodrome.
  - 1.xi **Argentina:** There is lack of regular use of international scheduled and no-scheduled air transport in the Posadas aerodrome. In addition, the aerodrome is located very close to Cataratas del Iguazú aerodrome, which has much better infrastructure and services for international operations, as well as better facilities for the air navigation in the Region.
  - 1.xii **Argentina:** This aerodrome presents an annual average of 3 no-scheduled flights of international general aviation from Punta Arenas. The final destination of these flights is Ushuaia or Río Gallegos. These aerodromes are very close Río Grande. They have very good infrastructure and they also provide services for wide body aircraft.
  - 1.xiii **Argentina:** This aerodrome does not have regular use of international scheduled air transport. It is located close to Salta and Jujuy with better infrastructures and services, as well as better facilities for the air traffic in the region.
  - 2.i **Brazil:** The type of aerodrome use (RS – international scheduled air transport, regular use) was not included in the previous proposal for amendment of the ICAO SAM Region Air Navigation Plan (Doc 8733), Volume II, FASID (Serial No. SAM 04/5 – AGA/AOP), dated 09 September 2004.

e) **Intended date of implementation:** States/Organizations should implement this Amendment as soon as possible after final approval of the proposal.

f) **Proposal circulated to the following States and Organizations:**

Anguilla (UK)	Jamaica
Antigua and Barbuda	Mexico
Argentina	Montserrat (UK)
Aruba (K. of the Netherlands)	Nicaragua
Bahamas	Netherlands Antilles
Barbados	Netherlands, K. of the
Belize	Panama
Bermuda (UK)	Paraguay
Bolivia	Peru
Brazil	Puerto Rico (United States)
Canada	Saint Kitts and Nevis
Cayman Islands (UK)	Saint Lucia
Chile	Saint Vincent and the Grenadines
Colombia	Suriname
Costa Rica	Trinidad and Tobago
Cuba	Turks and Caicos Islands (UK)
Dominica	United Kingdom
Dominican Republic	United States
Ecuador	Uruguay
El Salvador	Virgin Islands (UK)
French Antilles (France)	Virgin Islands (United States)
France	Venezuela
French Guyana	
Grenada	
Guatemala	International Organizations:
Guyana	IATA
Haiti	IFALPA
Honduras	

g) **Secretariat comments:**

1.i to 1.xiii The Argentinean CAA (Fuerza Aérea Argentina) officially made this requirement through an Information Paper presented at the AGA/AOP/SG/4 Meeting, held in Mexico, from 15 to 18 November 2004. The Meeting decided to ask the SAM Regional Office to analyse the subject. After the corresponding analysis, the SAM Regional Office agrees with the Argentinean CAA request.

2.i The Brazilian State proposes this amendment, with which the SAM Regional Office agrees, in order to complete all the necessary information for MACEIÓ/Zumbi dos Palmares Int'l aerodrome (RS).

## APPENDIX C

### AMENDMENT TO THE CAR/SAM ANP–VOLUME I–BASIC/SERIAL NO. SAM 06/6- AGA/AOP, APPROVED ON 23 OCTOBER 2006

Subject: Proposal for Amendment to the CAR/SAM ANP – Volume I - Basic  
(Serial N° SAM 06/6- AGA/AOP)

a) **Plan:** Proposal for Amendment to the CAR/SAM, Volume I, “Basic ANP” (Doc 8733)

b) **Proposal for Amendment:**

**Amend** Appendix, Page III-A-3, Part III, Basic ANP, Volume I, as follows:

1. **Under ARGENTINA**

- i) **Delete** BUENOS AIRES/Don Torcuato aerodrome.
- ii) **Delete** FORMOSA/Formosa aerodrome.
- iii) **Delete** POSADAS/Libertador Gral. D. José de San Martín aerodrome.
- iv) **Delete** RÍO GRANDE/Río Grande aerodrome.
- v) **Delete** TUCUMAN/Tte. Benjamin Matienzo aerodrome.

2. **Under BRAZIL**

- i) **Add** the MACEIÓ/Zumbi dos Palmares Int'l RS aerodrome.

3. **Under COLOMBIA**

- i) **Replace** SKBO SANTAFÉ DE BOGOTÁ/El Dorado by SKBO BOGOTÁ/El Dorado.

4. **Under ECUADOR**

- i) **Replace** the name of the International Airport SEGU GUAYAQUIL/Simón Bolívar RS by SEGU GUAYAQUIL/José Joaquín de Olmedo RS.

c) **Originated by:** Argentinean CAA (Fuerza Aérea Argentina), Brazilian CAA (DAC), Colombian CAA (UAEAC) and Ecuadorian CAA (DGAC).

d) **Originator's reasons for amendment:**

1.i **Argentina:** Don Torcuato aerodrome was deactivated by the operator.

1.ii **Argentina:** Formosa aerodrome does not have regular operations of commercial air transport. It presents a remarkable decrease in the regular general aviation (most of the time without operations) because it is located very close to Resistencia aerodrome.

- 1.iii **Argentina:** There is lack of regular use of international scheduled and no-scheduled air transport. In addition, the aerodrome is located very close to SARI/CATARATAS DEL IGUAZÚ/My. D. Carlos Eduardo Krause RNS & AS aerodrome, which has much better infrastructure and services for international operations, as well as better facilities for the air navigation in the Region.
  - 1.iv **Argentina:** This aerodrome presents an annual average of 3 no-scheduled flights of international general aviation from Punta Arenas. The final destination of these flights is Ushuaia or Río Gallegos. These aerodromes are very close Río Grande. They have very good infrastructure and they also provide services for wide body aircraft.
  - 1.v **Argentina:** This aerodrome does not have regular use of international scheduled air transport. It is located close to Salta and Jujuy with better infrastructures and services, as well as better facilities for the air traffic in the region.
  - 2.i **Brazil:** Brazilian CAA (DAC) proposed the inclusion of the MACEIÓ/Zumbi dos Palmares Int'l Aerodrome RS in the Air Navigation Plan with the purpose of attending the airlines applications that operate international flights.
  - 3.i **Colombia:** The Colombian CAA (UAEAC) has requested this update in order to have all the international publications according to the Colombia documents.
  - 4.i **Ecuador:** The Ecuadorian CAA (DGAC) has requested, officially, to change the name of the International Airport SEGU GUAYAQUIL/Simón Bolívar RS by SEGU GUAYAQUIL/José Joaquín de Olmedo RS.
- e) **Intended date of implementation:** States/Organizations should implement this Amendment as soon as possible after final approval of the proposal.

f) **Proposal circulated to the following States and Organizations:**

Anguilla (UK)	Jamaica
Antigua and Barbuda	Mexico
Argentina	Montserrat (UK)
Aruba (K. of the Netherlands)	Nicaragua
Bahamas	Netherlands Antilles
Barbados	Netherlands, K. of the
Belize	Panama
Bermuda (UK)	Paraguay
Bolivia	Peru
Brazil	Puerto Rico (United States)
Canada	Saint Kitts and Nevis
Cayman Islands (UK)	Saint Lucia
Chile	Saint Vincent and the Grenadines
Colombia	Suriname
Costa Rica	Trinidad and Tobago
Cuba	Turks and Caicos Islands (UK)
Dominica	United Kingdom
Dominican Republic	United States
Ecuador	Uruguay
French Antilles (France)	Virgin Islands (UK)
France	Virgin Islands (United States)
French Guyana	Venezuela
El Salvador	
Grenada	
Guatemala	International Organizations:
Guyana	IATA
Haiti	IFALPA
Honduras	

g) **Secretariat comments:**

- 1.i to 1.v The Argentinean CAA (Fuerza Aérea Argentina) officially made this requirement through an Information Paper presented at the AGA/AOP/SG/4 Meeting, held in Mexico, from 15 to 18 November 2004. The Meeting decided to ask the SAM Regional Office to analyze the subject. After the corresponding analysis, the SAM Regional Office agreed with the Argentinean CAA request.
- 2.i The Brazilian CAA (DAC) officially has made this requirement through a Working Paper presented at the AGA/AOP/SG/3 Meeting, held in Nuevo Leon, Monterrey, Mexico, from 29 September to 03 October 2003. The Meeting decided to ask the SAM Office to analyze the subject. After the corresponding analysis, the SAM Office agreed with the Brazilian CAA solicitation. Regarding this issue, the Proposal for Amendment Serial N°. SAM 04/5 – AGA/AOP, dated 09 September 2004 for the ICAO CAR/SAM Regional Air Navigation Plan (Doc 8733), Volume II, FASID, was already approved by the States and International Organizations.

- 3.i The Colombian CAA (UAEAC) has officially requested to the ICAO SAM Regional Office, through FAX 4100-105-0145-06, dated 18 April 2006, to update the information regarding the SKBO BOGOTÁ/El Dorado aerodrome in the ICAO CAR/SAM Regional Air Navigation Plan (Doc 8733), Volumes I (Basic) and II (FASID), in order to have all the international publications according to the Colombian documents. After the corresponding analysis, the Secretariat agreed with the Colombian State's request.
  
- 4.i The Ecuadorian CAA (DGAC) has requested through official communications (DGAC-h3b-O-0033-06 and DGAC-h3b-O-0034-06 dated 14 de July and 1 August 2006, respectively) to change the name of the International Airport SEGU GUAYAQUIL/Simón Bolívar RS by SEGU GUAYAQUIL/José Joaquín de Olmedo RS, in order to introduce the respective changes in the CAR/SAM Air Navigation Plan. After the corresponding analysis, the Secretariat agreed with the Ecuadorian's request.

**APPENDIX D**

**AMENDMENT TO THE CAR/SAM ANP – VOLUME II – FASID/SERIAL NO. SAM 06/7 -  
AGA/AOP/MET/AIS, APPROVED ON 23 OCTOBER 2006**

Subject: Proposal for Amendment to the CAR/SAM ANP – Volume II - FASID  
(Serial No. SAM 06/7 - AGA/AOP/MET/AIS)

- a) **Plan:** Proposal for Amendment to the CAR/SAM, Volume II, “FASID ANP” (Doc 8733)
- b) **Proposal for Amendment:**

**Part III - AGA**

**Amend** Table AOP 1 Part III, FASID ANP, Volume II, as follows:

**1. Under BRAZIL**

- i) **Replace** SARP Posadas by SARI Cataratas del Iguazú, in Column 2, as an alternate aerodrome for SBUG URUGUAYANA/Rubem Berta Int'l RS.

**2. Under COLOMBIA**

- i) **Replace** SKBO SANTAFÉ DE BOGOTÁ/El Dorado by SKBO BOGOTÁ/El Dorado, in column 1, page III-AOP 1-22.
- ii) **Replace** SKBO SANTAFÉ DE BOGOTÁ/El Dorado by SKBO BOGOTÁ/El Dorado for SKCL CALI/Alfonso Bonilla Aragón RS, in Column 2, alternate aerodromes, page III-AOP 1-21, ANP, Volume II.
- iii) **Replace** SKBO SANTAFÉ DE BOGOTÁ/El Dorado by SKBO BOGOTÁ/El Dorado for SKRG RIONEGRO/José María Córdoba RS, in Column 2, alternate aerodromes, page III-AOP 1-22, ANP, Volume II.

**3. Under ECUADOR**

- i) **Replace** SKBO SANTAFÉ DE BOGOTÁ/El Dorado by SKBO BOGOTÁ/El Dorado for SEGU GUAYAQUIL/Simón Bolívar RS, in Col. 2, alternate aerodromes, page III-AOP 1-25, ANP, Volume II.
- ii) **Replace** SKBO SANTAFÉ DE BOGOTÁ/El Dorado by SKBO BOGOTÁ/El Dorado for SEQU QUITO/Mariscal Sucre RS, in Col. 2, alternate aerodromes, page III-AOP 1-26, ANP, Volume II.
- iii) **Replace** the name of the International Airport SEGU GUAYAQUIL/Simón Bolívar RS by SEGU GUAYAQUIL/José Joaquín de Olmedo RS.

**Part VI - MET**

**Amend** FASID Table MET 1A, as follows:

1. **Under ARGENTINA**
  - i) **Delete** the BUENOS AIRES/Don Torcuato aerodrome, columns 1 to 10;
  - ii) **Delete** the FORMOSA/Formosa aerodrome, columns 1 to 10;
  - iii) **Delete** the POSADAS/Libertador Gral. D. José de San Martín aerodrome, columns 1 to 10;
  - iv) **Delete** the RÍO GRANDE/Río Grande aerodrome, columns 1 to 10; and
  - v) **Delete** the TUCUMAN/Tte. Benjamín Matienzo aerodrome, columns 1 to 10.
2. **Under BRAZIL**
  - i) **Add** “RS” in MACEIÓ/Zumbi dos Palmares Intl. in column 2.
3. **Under COLOMBIA**
  - i) **Replace** SANTAFÉ DE BOGOTÁ/El Dorado by BOGOTÁ/El Dorado in columns 1 and 4.
4. **Under ECUADOR**
  - i) **Replace** the name of the International Airport SEGU GUAYAQUIL/Simón Bolívar RS by SEGU GUAYAQUIL/José Joaquín de Olmedo in columns 1 and 4.

**Amend** FASID Table MET 1B, as follows:

1. **Under COLOMBIA**
  - i) **Replace** SANTAFÉ DE BOGOTÁ/El Dorado by BOGOTÁ/El Dorado in columns 1 and 3.
2. **Under ECUADOR**
  - i) **Replace** the name of the International Airport SEGU GUAYAQUIL/Simón Bolívar RS by SEGU GUAYAQUIL/José Joaquín de Olmedo in column 1.

**Amendment** to FASID Table MET 2A, as follows:

1. **Under ARGENTINA**
  - i) **Delete** BUENOS AIRES/Don Torcuato aerodrome;
  - ii) **Delete** FORMOSA/Formosa aerodrome;

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- iii) **Delete** POSADAS/Libertador Gral. D. José de San Martín aerodrome;
- iv) **Delete** RÍO GRANDE/Río Grande aerodrome; and
- v) **Delete** TUCUMAN/Tte. Benjamín Matienzo aerodrome.

2. **Under COLOMBIA**

- i) **Replace** SANTAFÉ DE BOGOTÁ/El Dorado by BOGOTÁ/El Dorado in column 1.

**Amendment** to FASID Table MET 2B, as follows:

1. **Under COLOMBIA**

- i) **Replace** SANTAFÉ DE BOGOTÁ/El Dorado by BOGOTÁ/El Dorado in column 1.

**Amendment** to FASID Table MET 3B, as follows:

1. **Under COLOMBIA**

- i) **Replace** SANTAFÉ DE BOGOTÁ/El Dorado by BOGOTÁ/El Dorado in column 4.

**Amendment** to FASID Table MET 7, as follows:

1. **Under COLOMBIA**

- i) **Replace** SANTAFÉ DE BOGOTÁ/El Dorado by BOGOTÁ/El Dorado in column 3.

2. **Under ECUADOR**

- i) **Replace** the name of the International Airport SEGU GUAYAQUIL/Simón Bolívar RS by SEGU GUAYAQUIL/José Joaquín de Olmedo in column 3.

**Part VIII - AIS**

**Amend the following FASID AIS Tables, as follows:**

- Table AIS-1, page VIII-AIS, 1-1/1-3; and 1-6
- Table AIS-2, page VIII-AIS 2-5/-2-9; and 2-17
- Table AIS-3, page VIII-AIS 3-1.
- Table AIS-5, page VIII-AIS 5-5/5-12; 5-8, 5-21 and 5-24
- Table AIS-6, page VIII-AIS 6-5/6-12; 6-8, 6-12/6-22 and 6-24
- Chart AIS 1.

1. **Under ARGENTINA**
  - i) **Delete** BUENOS AIRES/Don Torcuato aerodrome.
  - ii) **Delete** FORMOSA/Formosa aerodrome.
  - iii) **Delete** POSADAS/Libertador Gral. D. José de San Martín aerodrome.
  - iv) **Delete** RÍO GRANDE/Río Grande aerodrome.
  - v) **Delete** TUCUMÁN/Tte. Benjamín Matienzo aerodrome.
2. **Under BOLIVIA (\*)**
  - i) For COCHABAMBA/Jorge Wilsterman, **replace** Runway No. 13/31 by 14/32, in column 5.
  - ii) For SANTA CRUZ/Viru Viru, **replace** Runway No. 15/33 by 16/34, in column 5.
3. **Under BRAZIL (\*)**
  - i) **Add** MACEIÓ/Zumbi dos Palmares Int'l  
USO RS aerodrome, Indicator SBMO, Runway No. 1.2/30.
  - ii) In Table AIS-3, **replace**, International NOTAM Office (NOF) of Río de Janeiro by International NOTAM Office of Brasilia.
  - iii) In Table AIS-3, **replace** Areas of responsibility by FIR: Belem, Brasilia, Curitiba, Manaus, Porto Velho, Recife; by Areas of responsibility by FIR: Amazónica, Atlántico, Brasilia, Curitiba, Recife.
  - vi) In Chart AIS 1, **amend** the location of the NOTAM Office of Río de Janeiro, to the new location in Brasilia.
4. **Under CHILE (\*)**
  - i) **Delete** TEMUCO/Manquehue Intl. aerodrome.
5. **Under COLOMBIA**
  - i) **Replace** SKBO SANTAFÉ DE BOGOTÁ/El Dorado by SKBO BOGOTÁ/El Dorado.
6. **Under ECUADOR (\*)**
  - i) **Replace** GUAYAQUIL/Simón Bolívar by GUAYAQUIL/José Joaquín de Olmedo Intl.

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7. **Under PERÚ (\*)**
- i) For CHICLAYO/Cap. José Quiñones, **replace** Runway No. 18/36 by 01/19, in column 5.
  - ii) For CUZCO/Velazco Astete, **replace** Runway No. 09/27 by 10/28, in column 5.
  - iii) For PISCO/Pisco, **replace** Runway No. 03/21 by 04/22, in column 5.
  - iv) For TRUJILLO/Cap. Carlos Martínez de Pinillos, **replace** Runway No. 01/19 by 02/20, in column 5.
8. **Under URUGUAY (\*)**
- i) **Replace** RIVERA/Cerro Chapeu Int´1 by RIVERA/Presidente General Oscar D. Gestido Int´1, in column 1.
- c) **Originated by:** The Civil Aviation Authorities (CAA) of Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Peru and Uruguay.
- d) **Originator’s reasons for amendment:**
- 1.i **Argentina:** The Argentinean CAA has proposed the closure of POSADAS/Libertador Gral. D. José de San Martín due to lack of regular use of international scheduled and no-scheduled air transport. In addition, this Authority has informed that the aerodrome is located very close to SARI/CATARATAS DEL IGUAZÚ/My. D. Carlos Eduardo Krause RNS & AS aerodrome, which has much better infrastructure and services for international operations, as well as better facilities for the air navigation in the Region.
  - 2.i to 2.iii  
and
  - 3.i to 3.ii **Colombia:** The Colombian CAA (UAEAC) has requested this update in order to have all the international publications according to the Colombian documents.
  - 3.iii **Ecuador:** The Ecuadorian CAA (DGAC) has requested, officially, to change the name of the International Airport SEGU GUAYAQUIL/Simón Bolívar RS by SEGU GUAYAQUIL/José Joaquín de Olmedo RS.
- Part  
VI-MET Additional amendments included to Tables MET 1A and MET 2A are made to be in accordance with the Amendment to Table AOP 1, Serial No. SAM 06/4 – AGA/AOP, approved of 5 July 2006.
- e) **Intended date of implementation:** States/Organizations should implement this Amendment as soon as possible after final approval of the proposal.

f) **Proposal circulated to the following States and Organizations:**

Anguilla (UK)	Jamaica
Antigua and Barbuda	Mexico
Argentina	Montserrat (UK)
Aruba (K. of the Netherlands)	Nicaragua
Bahamas	Netherlands Antilles
Barbados	Netherlands, K. of the
Belize	Panama
Bermuda (UK)	Paraguay
Bolivia	Peru
Brazil	Puerto Rico (United States)
Canada	Saint Kitts and Nevis
Cayman Islands (UK)	Saint Lucia
Chile	Saint Vincent and the Grenadines
Colombia	Suriname
Costa Rica	Trinidad and Tobago
Cuba	Turks and Caicos Islands (UK)
Dominica	United Kingdom
Dominican Republic	United States
Ecuador	Uruguay
French Antilles (France)	Virgin Islands (UK)
France	Virgin Islands (United States)
French Guyana	Venezuela
El Salvador	
Grenada	
Guatemala	International Organizations:
Guyana	IATA
Haiti	IFALPA
Honduras	

g) **Secretariat comments:**

- 1.i The Argentinean CAA (Fuerza Aérea Argentina) officially made this requirement through an Information Paper presented at the AGA/AOP/SG/4 Meeting, held in Mexico, from 15 to 18 November 2004. The Meeting decided to ask the SAM Regional Office to analyze the subject. After the corresponding analysis, the SAM Regional Office agreed with the Argentinean CAA request. As a consequence of the closure of POSADAS/Libertador Gral. D. José de San Martín aerodrome, SARI Cataratas del Iguazú should replace that airport as an alternate aerodrome for SBUG URUGUAYANA/Rubem Berta Int'l RS.

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2.i to 2.iii

and

3.i to 3.ii The Colombian CAA (UAEAC) has officially requested to the ICAO SAM Regional Office, through FAX 4100-105-0145-06, dated 18 April 2006, to update the information regarding the SKBO BOGOTÁ/El Dorado aerodrome in the ICAO CAR/SAM Regional Air Navigation Plan (Doc 8733), Volumes I (Basic) and II (FASID), in order to have all the international publications according to the Colombian documents. After the corresponding analysis, the Secretariat agreed with the Colombian State's request.

3.iii The Ecuadorian CAA (DGAC) has requested through official communications (DGAC-h3b-O-0033-06 and DGAC-h3b-O-0034-06 dated 14 de July and 1 August 2006, respectively) to change the name of the International Airport SEGU GUAYAQUIL/Simón Bolívar RS by SEGU GUAYAQUIL/José Joaquín de Olmedo RS, in order to introduce the respective changes in the CAR/SAM Air Navigation Plan. After the corresponding analysis, the Secretariat agreed with the Ecuadorian's request.

Part

VIII-AIS Changes proposed in respect to FASID Tables AIS, as indicated above, correspond to the explanations shown hereunder. Please note that this matter was object of detailed consideration during SAM 04/06-AIS/MAP Meeting, held in Lima, Peru, from 10 to 14 July 2006.

1, 3 and

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Changes proposed under Argentina (1.i to 1.v), Brazil (3.i) and Colombia (5.i), correspond to Proposal for amendment to CAR/SAM Air Navigation Plan – Volume I, Basic (Serial No. SAM 06/6 – AGA/AOP), submitted to the States for the pertinent actions.

3. (\*)

Changes proposed under Brazil (3.ii, 3.iii and 3.vi), correspond to the official notification received at this Office from Brazil (MSG No. 329/CERNAI/2006 dated 8 August 2006) in response to SAM Office communication LT 15/3.7.9 – SA552 (Actions required by SAM 04/06-AIS/MAP Meeting, carried out in Lima, Peru, from 10 to 14 July 2006). In addition, please take note of the information contained in CAR/SAM FASID Chart ATM 1, regarding Flight Information Regions of ICAO SAM Region.

2, 4, 7

y 8 (\*)

Changes proposed under Bolivia (2.i and 2.ii), Chile (4.i), Perú (7.i to 7.vi) and Uruguay (8.i) are as a result of proposals for amendment to CAR/SAM Air Navigation Plan – Volume II, FASID (Serial No. SAM 04/5 – AGA/AOP and Serial No. SAM 06/4 – AGA/AOP), approved on 18 July 2005 and 5 July 2006, respectively.

6. (\*)

Changes proposed under Ecuador (6.i) correspond to the official notification received at this Office by Ecuador (Notes DGAC-h3b-O-0033-06 and DGAC-h3b-O-0034-06, dated 14 July and 1st August 2006, respectively) and of the corresponding publication by Ecuador, of NOTAM A 0732/06, dated 12 July 2006.

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