



ASB/7

INTERNATIONAL CIVIL AVIATION ORGANIZATION

SEVENTH MEETING OF THE AVIATION SAFETY BOARD (ASB/7)

FINAL REPORT

San José, Costa Rica, 15 April 2007

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TABLE OF CONTENTS

i- Table of Contentsi-1

ii- History of the Meetingii-1
Place and Duration of the Meetingii-1
Opening Ceremony and Others Matters.....ii-1
Organization, Officers and Secretariat.....ii-1
Working Languagesii-2
Agendaii-2

Report on Agenda Item 1
 Review of ASB/6 Report..... 1-1

Report on Agenda Item 2
 Review of Deficiencies, Appendices A, B, C and D.....2-1

Report on Agenda Item 3
 ASB and its Relationship with the Safety Programmes
 Established by ICAO3-1

Report on Agenda Item 4
 Analysis of the Operation of the Deficiencies Data Base4-1

Report on Agenda Item 5
 Other Business5-1

HISTORY OF THE MEETING

ii.1 **Place and Duration of the Meeting**

The Seventh Meeting of the GREPECAS Aviation Safety Board (ASB/7) was held on 15 April 2007, in San José, Costa Rica.

ii.2 **Opening Ceremony and other matters**

Mr. José Miguel Ceppi, Regional Director of the ICAO SAM Office and GREPECAS Secretary, welcomed the participants of this Meeting and wished them success in the Meeting deliberations.

ii.3 **Organization, Officers and Secretariat**

Present at the Meeting were the Chairman and the Secretary of GREPECAS, the ICAO RD Mexico, Chairpersons, Vice-chairpersons and Secretaries of the AERMET, AIS/MAP, ATM/CNS, AGA/AOP Subgroups, CNS, AVSEC, and ATM Committees, as well as an ICAO Planning and Global Coordination Officer. Representatives from IFALPA and IFATCA also participated. The full attendance list of participants is set out on page iii.1.

ii.4 **Working Languages**

The working language of the Meeting was English. The documentation and report of the meeting were issued in English and Spanish.

ii.5 **Agenda**

The Board approved the Agenda of the Meeting as presented:

Agenda Item 1:	Review of ASB/6 Report
Agenda Item 2:	Review of Deficiencies, Appendices A, B, C and D
Agenda Item 3:	ASB and its Relationship with the Safety Programmes Established by ICAO
Agenda Item 4:	Analysis of the Operation of the Deficiencies Data Base
Agenda Item 5:	Other Business

LIST OF PARTICIPANTS**GREPECAS**

Normando Araujo de Medeiros (Chairman)

ATM/CNS/Subgroup

Claudio Arellano (Chairman)

Ricardo Bordalí (Chairman CNS Comité)

AIS/MAP/Subgroup

Rafael Torres (Vice Chairman)

AERMET/Subgroup

Gustavo Flores (Chairman)

AVSEC Committee

Oscar Derby (Chairman)

IFALPA

Fernando Alvarez

IFATCA

Juan Perez Mafla

Luis Guillermo Seixas

ICAO

José Miguel Ceppi (Secretary of GREPECAS)

Loretta Martin

José Antonio Díaz de la Serna

Carlos Stehli

Hindupur Sudarshan

Nohora Arias

Jorge Fernández

Aldo Martínez

Samuel H. Cardoso

Victor Hernández

Ricardo G. Delgado

Raúl Martínez

Agenda Item 1: Review of ASB/6 Report

1.1 The ASB/7 Meeting reviewed the Report of the ASB/6 Meeting, as approved by GREPECAS/13, and used it as the basis for further discussion of other Agenda Items.

1.2 Regarding Conclusion 6/4, Follow-up of ATM Deficiencies, the Meeting noted that implementation was still pending, and agreed that due to its complexity it should be deleted.

1.3 Likewise, no action has been taken yet regarding Decision 6/5, Air Navigation Deficiencies presented by IATA. Consequently, the Meeting suggested that GREPECAS verify whether IATA was still interested in pursuing this decision.

Agenda Item 2: Review of Deficiencies, Appendices A, B, C and D

2.1 The Meeting recalled that based on the Uniform Methodology for the Assessment and Assignment of Deficiencies of the ICAO Council, the ASB had classified “U” deficiencies in Appendices A, B, C, and D as follows:

- Appendix A** Specific deficiencies
- Appendix B** Deficiencies upon which the ASB found requirements for region-wide action
- Appendix C** Corrected deficiencies
- Appendix D** Action Plan for resolving regional air navigation deficiencies

2.2 The Secretariat presented information on deficiencies currently available in the GREPECAS Air Navigation Deficiencies Database (GANDD) classified as described in the previous paragraph. The Meeting noted that Appendix A to this part of the Report contained those deficiencies that have been recurrent for the last several years and that require immediate action/solution.

2.3 The Meeting took note that region-wide deficiencies, AGA 139S and AIS 309S, were the only items that appeared in Appendix B. It also noted that some States/Territories had already resolved the deficiencies contained in this Appendix and, consequently, these deficiencies should no longer be associated with those States/Territories.

2.4 In view of the foregoing, the Meeting formulated the following draft decision:

DRAFT DECISION 7/1 ELIMINATION OF APPENDIX B

That,

- a) GREPECAS move deficiencies classified as region-wide deficiencies from Appendix B into Appendix A, Specific Deficiencies, showing still unresolved deficiencies in association with the specific State/Territory;
- b) once the action specified in the previous paragraph has been completed, Appendix B be eliminated.

2.5 The Meeting noted that many of the problems concerning deficiencies could be resolved through better coordination between the States/Territories and their respective Regional Offices. It also recognised that the GANDD was the best tool to improve this coordination.

2.6 The Meeting noted that failure by States/Territories to update the GANDD could be due to the coordination of the number of fields and lack of personnel responsible for this function in the State/Territory. Therefore, it was deemed necessary for each State/Territory to designate a National Coordinator to oversee this function so as to expedite the administrative coordination of the database with those responsible for the various air navigation service areas in their States/Territories. Accordingly, the Meeting formulated the following draft conclusion:

DRAFT CONCLUSION 7/2 NATIONAL COORDINATOR RESPONSIBLE FOR UPDATING THE GREPECAS AIR NAVIGATION DEFICIENCY DATABASE

That,

- a) the States/Territories designate a National Coordinator responsible for updating the GREPECAS Air Navigation Deficiency Database (GANDD);
- b) the name, e-mail address, phone and fax numbers, etc., of the National Coordinator be forwarded to the ICAO Regional Offices **no later** than 31 May 2007; and
- c) the Regional Offices foster a workshop to train identified National Coordinators so that they can fully master all aspects of the GANDD.

2.7 The Meeting went on to recall GREPECAS Conclusion 13/92, which is the concept of *last resort action*, that shall be applied to “U” deficiencies after 31 December 2007, that remained unresolved as of that date. On the other hand, the Meeting noted some inconsistencies in the classification of “U” deficiencies due to the application of different classification criteria. This has resulted in different classifications for similar deficiencies in several CAR/SAM States/Territories.

2.8 Proceeding with the discussion of this topic, the Meeting received a proposal to develop procedures for the Identification, Assessment, and Reporting of Air Navigation Deficiencies. It was agreed that a complete review of the GREPECAS deficiency system was necessary, including the procedures, database, the database user’s guide, etc., and that this review should be applied by the Regional Offices to all “U” deficiencies prior to 31 December 2007, using standardised criteria. In this regard, it was deemed advisable to develop procedures for addressing “U” deficiencies within GREPECAS. The Meeting agreed that the aforementioned proposal should be taken into account when developing the procedures.

2.9 For the approval of procedures described in the previous paragraph, the GREPECAS Secretariat should use the Fast-Track System contained in its Procedural Manual, and once approved, it should be applied to “U” deficiencies contained in the GANDD. The result of this work should be submitted to an extraordinary meeting of the ASB to be convened in early 2008.

2.10 The Meeting agreed that, acting as specified in the previous paragraphs, GREPECAS would be in a position to identify “U” deficiencies with a high degree of certainty so that an extraordinary meeting of the ASB could review the implementation of Conclusion 13/92 and apply *last resort action*. Based on the above, the Meeting agreed to adopt the following decision:

DECISION 7/3 PROCEDURES FOR CLASSIFYING AND ADDRESSING GREPECAS “U” DEFICIENCIES

That,

- a) The ICAO Regional Offices, in accordance with the Uniform Methodology of the Council, develop procedures for classifying and addressing GREPECAS deficiencies, which should contain at a minimum the following:
 - i) common classification criteria;
 - ii) procedures for using the database;
 - iii) reports on deficiencies to be submitted to GREPECAS;

- iv) the responsibility of the States for database maintenance;
 - v) the responsibility of the States for presenting action plans to correct deficiencies;
 - vi) the responsibility of the Regional Offices for completing coordination;
 - vii) follow-up of deficiencies, etc.
- b) the procedures referred to in the previous paragraph be sent to the members of GREPECAS for approval, using the Fast-Track System;
- c) once the procedures are approved, the Regional Offices apply it to “U” deficiencies contained in the GANDD; and
- d) the Secretary of GREPECAS convene a meeting of the ASB for the first quarter of 2008.

Agenda Item 3: ASB and Its Relationship with the Safety Programmes Established by ICAO

3.1 The Meeting recognised that the audits conducted by ICAO under the Universal Safety Oversight Audit Programme (USOAP) contributed to the promotion of best safety management practices. It also considered that the ASB could be the link between the actions recommended by the USOAP and their implementation by States/Territories.

3.2 The Meeting also took note of the action taken by ICAO regarding the safety programme to be implemented by States/Territories and the training they are receiving to be ready for accepting and monitoring the implementation of Safety Management Systems (SMS) by air service operators, certified aerodrome operators, air traffic service providers, and maintenance and repair organisations.

3.3 The Meeting was informed on the SMS courses conducted in both CAR and SAM Regions during 2006 and the courses requested for 2007. The Meeting urged the CAR/SAM States/Territories and International Organizations to use the ICAO SMS course as a useful tool to develop the knowledge of the personnel and, thus, be able to accept and oversee the implementation of the components of a basic SMS

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Agenda Item 4: Analysis of the operation of the Deficiencies Data Base

4.1 The ICAO NACC and SAM Regional Offices developed a database of the CAR/SAM Air Navigation Deficiencies using Microsoft Access software as a uniform methodology for identification, assessment and reporting of air navigation deficiencies from the Regional Offices and the GREPECAS Mechanism.

4.2 This database resulted from the work developed during a Special Implementation Project approved by the ICAO Council as a follow-up to the reports of GREPECAS/10 and GREPECAS/11 Meetings, where the States/Territories/International Organizations expressed their interest in establishing a methodology to allow on-line access to information concerning deficiencies and actions taken with regard to appropriate corrective measures.

4.3 The project, including preparatory activities, started in August 2004, and finalized in September 2004, is available in English and Spanish, and can be accessed through the ICAO web page of the NACC Office.

4.4 A State letter Ref: N 1/15.8-EMX1374, dated 18 October 2004, and follow-up letters Ref: N1/15.8-EMX0112, dated 28 January 2005, and N1/15.8-EMX0754, dated 11 July 2005, were sent to States/Territories/International Organizations of the NAM/CAR Regions which included complete access instructions to keep the States/Territories and users provided with “current” information on the status of air navigation deficiencies in the ICAO Regions.

4.5 The following meetings received detailed presentations regarding the GREPECAS Air Navigation Deficiencies Database (GANDD):

CA/ANE/WG/3, Belize City, Belize, 28 to 30 June 2004
C/CAR/DCAS/7, San Juan, Puerto Rico, 28 June to 1 July 2004
CA/DCAS/91, Panama City, Panama, 19 to 22 October 2004
E/CAR/DCA/19, Christ Church, Barbados, 6 to 9 December 2004
RAAC/9, Santiago, Chile, 18-20 April 2005.
E/CAR/DCA/WG/29, Saint Vincent and the Grenadines, 9 to 12 May 2005.
NACC/DCA/2, Tegucigalpa, Honduras, 11 to 14 October 2005.

4.6 States/Territories/International Organizations can access the GANDD at the following electronic address: www.mexico.icao.int/bases using an assigned username and password.

4.6.1 States/Territories/International Organizations should take advantage of this electronic tool and provide updated information not later than 30 June 2007, taking into account GREPECAS Decision 12/124, the last resort action to resolve deficiencies and GREPECAS Conclusion 13/92, the requested action to resolve urgent air navigation deficiencies.

Agenda Item 5: Other Business

5.1 The Meeting took note of the concern of some States/Territories with respect to the Language Proficiency Requirements for aeronautical personnel, as required by Annex 1, before the 2008 target date. In this regard, one of the alternatives suggested involved the implementation of quality assurance programmes.

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA Bahamas											
AGA 59 C	Fencing (Annex 14, Vol. I, Chap. 9, 9.10, 9.10.2, 9.10.4 & 9.10.6)	Bahamas, NORTH ELEUTHERA, North Eleuthera	Access of vehicles and animals to the manoeuvring area	1999	IFALPA Meeting November 2000	Repair the fence. Implement security measures	Bahamas	31/10/02	U	2 - State Letter sent	
AGA318 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2.10.2.1 & 10.2.2)	Bahamas, NASSAU, Nassau Int'l	The runway pavement surfaces are in very poor condition with irregularities, FOD and rubber deposits (Runway 14/32 is in worse condition than Runway 09/27)	05/2002	ICAO Visit May 2002	Upgrade the runway pavements	Bahamas	TBD	U	State letter to be sent	
AGA 64 C	Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2, Rec. 9.2.30)	Bahamas, FREEPORT, Grand Bahama Intl	No RFFS facility with direct access to the runway is provided as required in Annex 14 , Vol. I Section 9.2.19, 22, 25 & 26)	10/2000	ICAO Visit October 2000	Provide a RFFS facility with direct access to the runway	Bahamas	03/2004	U	1 - State Letter sent	
AGA309 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.10.3)	Bahamas, NASSAU, Nassau Int'l	Runway-holding position markings on some taxiways are incorrect in pattern	05/2002	ICAO Visit May 2002	Verify the pattern of runway-holding position markings and correct where necessary	Bahamas	TBD	U	State letter to be sent	
AGA306 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.7.1)	Bahamas, NASSAU, Nassau Int'l	Runway 14/32 has no side stripe markings along part of its length	05/2002	ICAO Visit May 2002	Provide side stripe markings on runways	Bahamas	TBD	U	State letter to be sent	
AGA320 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.22, 5.28)	Bahamas, NASSAU, Nassau Int'l	Runway and taxiway markings are faded	05/2002	ICAO Visit May 2002	Re-paint the runway and taxiway markings	Bahamas	TBD	U	State letter to be sent	
AGA312 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.10.9 & 5.3.11.4)	Bahamas, NASSAU, Nassau Int'l	Runway threshold and end lights were observed to be white at one runway end	05/2002	ICAO Visit May 2002	Verify the colour of all airfield lighting and replace with lights of correct colour where necessary	Bahamas	TBD	U	State letter to be sent	
AGA 39 C	Visual Aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP 1)	Bahamas, NASSAU, Nassau Intl.	RWY and TWY markings missing or faded	1996	ICAO Visit October 2000 and May 2002 IFALPA Meeting November 2000	Require re-painting	Bahamas	2003	U	Action taken and ongoing 1. PAAST Follow-up visit undertaken and confirmed corrective action remains outstanding. 2. State reports will be corrected as part of imminent runway upgrading project.	Bahamas Subject to verification

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA Barbados											
AGA463 C	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	11/2006	ICAO Visit November 2006	An aerodrome beacon is necessary to support aircraft approaches between sunset and sunrise. This facility must be included in the Corrective Action Plan	Belize	TBD	U		
AGA Belize/Belice											
AGA469 C	Rescue and Fire Fighting (Annex 14, Vol.I, Chap. 9, 9.1.12 & 9.1.13)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Full scale and partial emergency exercises not conducted	11/2006	ICAO Visit November 2006	Plan and conduct full scale and partial emergency exercise	Belize	TBD	U		
AGA460 C	Runway Strip (Annex 14, Vol.I, Chap.3, 3.4.3)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	North side strips have runway 07-25 have uneven terrain	11/2006	ICAO Visit November 2006	Works to level the terrain must be included in the Corrective Action Plan	Belize	TBD	U		
AGA468 C	Electrical Systems (Annex 14, Vol.I, Chap. 8, 8.1.4)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Non compliance with maximum switch-over time in the electric power supply connections	11/2006	ICAO Visit November 2006	Maximum switch-over time is longer than ICAO Standards. Must comply with the 15 sec. Standard.	Belize	TBD	U		
AGA471 C	Fencing (Annex 14, Vol. I, Chap. 9, 9.10.2)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	The eastern end of Rwy 07/25 is not fenced	11/2006	ICAO Visit November 2006	Expansion works at the eastern end of Rwy 07/25 caused displacement of the fence. A temporary fence must be constructed until the permanent fence is replaced	Belize	TBD	U		
AGA461 C	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2.7)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Structure infringing the inner transitional surface	11/2006	ICAO Visit November 2006	Structure infringing (elevated water tank). Removal is required.	Belize	TBD	U		
AGA459 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 3, 3.2.1 & 3.10.1)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Runway and taxiway shoulders in very poor condition	11/2006	ICAO Visit November 2006	Airport Operator is programing the necessary works. The works must be implemented.	Belize	TBD	U		

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA 168 C	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	11/2001	ICAO Visit November 2001 ICAO Visit November 2006	Consider providing RESAs by not declaring stopways, clearing vegetation and strengthening the ground	Belize	TBD	U	State Letter sent	
AGA 166 C	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.2)	Belize, BELIZE CITY, Philip Goldson International	Runway strip length at western runway end is insufficient	11/2001	ICAO Visit November 2001 ICAO Visit November 2006	Do not declare stopway for Runway 25	Belize	TBD	U	State Letter sent	
AGA 170 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.4.10)	Belize, BELIZE CITY, Philip Goldson International	Displaced runway threshold markings are still visible at both runway ends.	11/2001	ICAO Visit November 2001 ICAO Visit November 2006	Remove runway displaced threshold markings	Belize	TBD	U	State Letter sent	
AGA 171 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.8.3)	Belize, BELIZE CITY, Philip Goldson International	Taxiway centreline markings to guide aircraft turning around at east runway end are not provided	11/2001	ICAO Visit November 2001 ICAO Visit November 2006	Provide turn-around guidance centreline markings at east runway end	Belize	TBD	U	State Letter sent	
AGA 177 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 9.4.21)	Belize, BELIZE CITY, Philip Goldson International	PAPIs not working and runway lighting intensity reported to be deficient	11/2001	ICAO Visit November 2001	Repair PAPIs and runway lighting system	Belize	TBD	U	State Letter sent	
AGA 470 C	Visual Aids (Annex 14, Vol. I, Chap. 9, 9.8.3)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	The markings on the apron areas are in very poor condition	11/2006	ICAO Visit November 2006	The markings must be redesigned to meet ICAO standards	Belize	TBD	U		
AGA 462 C	Visual Aids (Annex 14, Vol.I, Chap. 5, 5.1.1.1)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Lack of wind direction indicator for runway 07-25.	11/2006	ICAO Visit November 2006	Approach and take off of aircraft have no supporting wind and speed information. Implement 02 WDI that supports approaches to Rwy 07 and 25.	Belize	TBD	U		
AGA 465 C	Visual Aids (Annex 14, Vol.I, Chap. 5, 5.3.10.1)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Lack of implementation of wing bar light	11/2006	ICAO Visit November 2006	Approach to Rwy 25 has no runway threshold lights. Implement wing bar lights for safe approach to Rwy 25	Belize	TBD	U		
AGA 464 C	Visual Aids (Annex 14, Vol.I, Chap. 5, 5.3.9.7 a))	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Non-standard implementation of a section of the runway edge lights	11/2006	ICAO Visit November 2006	The runway edge lights are all white. Yellow filters must be installed in the last 600 m section	Belize	TBD	U		
AGA 466 C	Visual Aids (Annex 14, Vol.I, Chap. 6, 6.3.1)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Objects not lighted	11/2006	ICAO Visit November 2006	Buildings located on the airport are not lighted. Lighting must be implemented on those buildings located on or near the apron area	Belize	TBD	U		

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA467 C	Visual Aids (Annex 14, Vol.I, Chap. 7, Rec.7.2.1 & 7.4.1)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Closed marking should be displayed on temporarily closed parts of the runway and strips, likewise those areas of accumulated construction and waste material must be displayed	11/2006	ICAO Visit November 2006	Marking of construction work areas is poor. The markings must be improved	Belize	TBD	U		
AGA Costa Rica											
AGA425 C	Runway Strip (Annex 14, Vol.I, Chap.3 & 3.4.8)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	Runway strip on the East side is affected by superficial sewage	09/2006	ICAO Visit September 2006	It should be tubed and marked	Costa Rica	TBD	U		
AGA441 C	Bird Hazard (Annex 14, Vol. I, Chap.9, 9.4 & 9.5)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	There is no a Wildlife Prevention and mitigation Programme	09/2006	ICAO Visit September 2006	Prepare and establish the Programme	Costa Rica	TBD	U		
AGA438 C	Certification of Aerodromes (Annex 14, Vol. I Chap.1, 1.4.1)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	Certification of Aerodromes and aerodrome inspector concepts are not included in the Basic Law	09/2006	ICAO Visit September 2006	Modify Legal Framework to include concepts	Costa Rica	TBD	U		
AGA435 C	Electrical Systems (Annex 14, Vol. I Chap. 8, 8.1, 8.1.1 through 8.1.11, 8.2, 8.2.1 through 8.2.3 , 8.3, 8.3.1 through 8.3.5)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The secondary power supply requirements need to be verified	09/2006	ICAO Visit September 2006	Review and modify as required	Costa Rica	TBD	U		
AGA428 C	Obstacles (Annex 14, Vol. I, Chap. 3.6 - 3.6.6)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	Mark the closed perimeter located before threshold 25	09/2006	ICAO Visit September 2006	To mark the close perimeter fencing considering runway width projection	Costa Rica	TBD	U		
AGA432 C	Obstacles (Annex 14, Vol. I, Chap. 4 - 4.2.13)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The approach surface to Runway 25 has obstacles such as trees, antennas and light posts	09/2006	ICAO Visit September 2006	Eliminate and mark the obstacles	Costa Rica	TBD	U		
AGA434 C	Obstacles (Annex 14, Vol. I, Chap. 6 - 6.1- 6.1.1, 6.1.11, 6.3, 6.3.11 through 6.3.36)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The constructions and electrical intallations inside and outside the airport are not iluminated	09/2006	ICAO Visit September 2006	Iluminare obstacles both in and outside the airport	Costa Rica	TBD	U		
AGA444 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10.- 10.1.1 10.2 & 10.2.1)	Costa Rica, LIBERIA Daniel Oduber Quirós	Lack of Implementation of a Maintenance Program for the pavement surfaces and sewage. The runway surface is not measured periodically to determine the friction characteristics of the runway surface	09/2006	ICAO Visit September 2006	It is necessary to periodically measure the friction characteristics of the runway surface	Costa Rica	TBD	U		

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results	
AGA442 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10.- 10.1.1 10.2 & 10.2.1)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	Lack of Implementation of a Maintenance Program for the pavement surfaces and sewage. The runway surface is not measured periodically to determine the friction characteristics of the runway surface	09/2006	ICAO Visit September 2006	It is necessary to periodically measure the friction characteristics of the runway surface	Costa Rica	TBD	U			
AGA447 C	Rescue and Fire Fighting (Annex 14, Vol. I, Chap.9, 9.2, 9.2.21 through 9.2.30)	Costa Rica, LIBERIA Daniel Oduber Quirós	The RFFS personnel does not have the aviation fire fighter certification	09/2006	ICAO Visit September 2006	To train the personnel andcertify them as aviation fire fighters	Costa Rica	TBD	U			
AGA440 C	Rescue and Fire Fighting (Annex 14, Vol. I, Chap.9, 9.2, 9.2.21 through 9.2.30)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The RFFS personnel does not have the aviation fire fighter certification	09/2006	ICAO Visit September 2006	To train the personnel andcertify them as aviation fire fighters	Costa Rica	TBD	U			
AGA448 C	Runway End Safety Area (Annex 14, Vol.I, Chap. 3.5, 3.5.1 to 3.5.11)	Costa Rica, LIBERIA Daniel Oduber Quirós	Runway 05/27 does not have RESA	09/2006	ICAO Visit September 2006	Enable RESAs	Costa Rica	TBD	U			
AGA427 C	Runway End Safety Area (Annex 14, Vol.I, Chap. 3.5, 3.5.1 to 3.5.11)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	Runway 05/27 does not have RESA	09/2006	ICAO Visit September 2006	Enable RESAs	Costa Rica	TBD	U			
AGA436 C	Taxiways (Annex 14, Vol. I Chap. 3, 3.9.8, 3.11, 3.11.2 through 3.11.5)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The minimum separation distances between the centre line of the taxiway and the centre line of the Runway are not complied with. A small portion of the Eastern strip of taxiway D to Runway 07 has an important slope on the terrain	09/2006	ICAO Visit September 2006	Comply with the minimum separatin distances and level the terrain	Costa Rica	TBD	U			
AGA443 C	Visual Aids (Annex 14, Vol. I Chap.5, 5.1.1.1, through 5.1.1.5)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The wind direction indicators are not properly maintained and illuminated and the bases are not frangible	09/2006	ICAO Visit September 2006	Include a Maintenance Programme, illuminate indicators and replace bases with frangible structures	Costa Rica	TBD	U			
AGA437 C	Visual Aids (Annex 14, Vol. I Chap.5, 5.3.10, 5.3.10.1 through 5.3.10.10)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The runway threshold and wing bar lights do not comply with the location and separation requirements	09/2006	ICAO Visit September 2006	Review, rearrange and reinstall the runway threshold and wing bar lights as necessary	Costa Rica	TBD	U			
AGA433 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.10.2 through 5.2.10.5)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The Runway holding position marking location is marked near the taxiway centreline and the taxiway side edge markings at Runway 07, which causes confusion.	09/2006	ICAO Visit September 2006	Study and redesign the markings with the necessary precautions in order to protect sensible areas and critical ILS	Costa Rica	TBD	U			

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA230 C	Visual Aids (Annex 14, Vol. I, Chap. 5- 5.3.5.1 & 5.3.5.23)	Costa Rica, ALAJUELA/ SAN JOSE, Intl Juan Santamaria	Runway 25 has no approach lighting system	03/2002	ICAO Visit March 2002 & September 2006	Provide a simple approach lighting system. Change the PAPI system from the east to the west side of Runway 25	Costa Rica	TBD	U		
AGA431 C	Visual Aids (Annex 14, Vol. I, Chap. 5.3.4, 5.3.4.1 c), 5.3.4.10 through 5.3.4.21)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The approach lighting systems do not meet the requirements and the current system is poorly maintained	09/2006	ICAO Visit September 2006	Place the different types of Runway, taxiways and apron markings as required	Costa Rica	TBD	U		
AGA430 C	Visual Aids (Annex 14, Vol.I, Chap. 5.2.1.1, 5.2.1.2, 5.2.1.4 through 5.2.1.7)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	There is a lack of maintenance to the different types of markings on the runway, taxiways and apron.	09/2006	ICAO Visit September 2006	Put the different types of Runway, taxiways and apron	Costa Rica	TBD	U		
AGA Dominican Republic/República Dominicana											
AGA480 C	Certification of Aerodromes (Annex 14, Vol. I Chap.1, 1.4.1, 1.4.3, 1.4.5).	Dominican Republic - Dr. Joaquín Balaguer International Airport	Regulations on Certification of Aerodromes were published but have not been in force for their compliance.	01/2007	ICAO Visit January 2007	To put in force the regulations on certification of aerodromes for its compliance by the airport operators	Dominican Republic	TBD	U		
AGA485 C	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2.11)	Dominican Republic - Dr. Joaquín Balaguer International Airport (MDJB)	There are shrubs and trees in the approach and departure areas of runway 01-19, piercing the gradients lightly.	01/2007	ICAO Visit January 2007	Clear shrubs and trees below the corresponding Republic gradients.	Dominican Republic	TBD	U		
AGA494 C	Pistas (Anexo 14, Vol. I, Cap. 3, 3.4.6 and Chap. 9, 9.4.3)	Dominican Republic - José Francisco Peña Gómez, Las Américas (MDSB)	The grass is quite tall on the apron strips.	01/2007	ICAO Visit January 2007	Tu cut the grass and maintain it in a an appropriate height .	Dominican Republic	TBD	U		
AGA484 C	Runway End Safety Area (Annex 14, Vol.I, Chap.3 - 3.5.1, 3.5.2 & 3.5.3)	Dominican Republic - Dr. Joaquín Balaguer International Airport	RESAs are not declared	01/2007	ICAO Visit January 2007	To declare RESAs	Dominican Republic	TBD	U		
AGA 45 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.2 , 5.2.7 and ANP, Table AOP 1)	Dominican Republic, SANTO DOMINGO, Las Americas Intl	Runway markings faded	05/2000	ICAO Visit May 2000	Repaint runway markings	Dominican Republic	2005	U	Referred to PAAST.	Subject to verification
AGA490 C	Visual Aids (Annex 14, Vol. I, Chap.6, 6.3.1)	Dominican Republic - Dr. Joaquín Balaguer International Airport (MDJB)	The constructions inside the airport are not iluminated.	01/2007	ICAO Visit January 2007	Iluminate constructions inside the airport.	Dominican Republic	TBD	U		

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
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AGA486 C	Visual Aids (Annex 14, Vol.I, Chap.5, Rec. 5.2.13.1, 5.2.14.2, 5.2.15.1, 5.2.15.2 and 5.2.15.3)	Dominican Republic - Dr. Joaquín Balaguer International Airport (MDJB)	Lack of markings on the apron	01/2007	ICAO Visit January 2007	The markings should be painted to meet ICAO standards	Dominican Republic	TBD	U		
AGA492 C	Visual Aids (Annex 14, Vol.I, Chap.5, Rec. 5.3.9.7, letter b)	Dominican Republic - José Francisco Peña Gómez, Las Américas (MDSB)	The last 600 mts at the edge of the runway are not yellow.	01/2007	ICAO Visit January 2007	To complete the lights on the edge of the runway with yellow filters.	Dominican Republic	TBD	U		
AGA488 C	Visual Aids (Annex 14, Vol.I, Chap.5, Rec. 5.4.3.7, 5.4.3.8, 5.4.3.9, and 5.4.3.10)	Dominican Republic - Dr. Joaquín Balaguer International Airport (MDJB)	Lack of information signs.	01/2007	ICAO Visit January 2007	To install information signs.	Dominican Republic	TBD	U		
AGA493 C	Visual Aids (Annex 14, Vol.I, Chap.6, 6.3.1)	Dominican Republic - José Francisco Peña Gómez, Las Américas (MDSB)	The constructions inside the airport are not iluminated.	01/2007	ICAO Visit January 2007	Iluminate constructions inside the airport.	Dominican Republic	TBD	U		
AGA El Salvador											
AGA474 C	Runway Strip (Annex 14, Vol.I, Chap.3, 3.4.8)	San Salvador, El Salvador International Airport	Open drainage located longitudinally on the runway strips and taxiways are not indicated	11/2006	ICAO Visit November 2006	To install signals on open drainage, located in runway strips and taxiways	El Salvador	TBD	U		
AGA455 C	Aerodrome Data (Annex 14, Vol. I Chap. 2, 2.6.1, 2.6.2 & ANP FASID AOP 1 Table)	El Salvador, SAN SALVADOR, El Salvador Intl	The strenght of pavements has not been notified using the aircraft classification number - pavement classification number (ACN-PCN) Method	09/2006	ICAO Visit September 2006	Notify the strenght of pavements using the ACN-PCN Method	El Salvador	TBD	U		
AGA 80 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 9.4)	El Salvador, SAN SALVADOR, El Salvador Intl	Excessive rubber deposit on runway surface resulting in poor friction characteristics - Ref. Annex 14, Vol. I, Section 9.4.10	2000	ICAO Visit November 2000 & September 2006 IATA Report January 2001	Remove rubber from runway surface	El Salvador	TBD	U	2 - State Letter sent	
AGA479 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2.1, 10.2.2, 10.2.3, 10.2.4, 10.2.8 & 10.2.13)	San Salvador, El Salvador International Airport	Low index of cracking on runway 07-25 and high accumulation of rubber on the pavement surface of the runway	11/2006	ICAO Visit November 2006	To implement a programme to prevent rubber cracking. Periodical friction measurement	El Salvador	TBD	U		
AGA473 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2.1, Chap. 3 Rec. 3.4.8, 3.4.10)	San Salvador, El Salvador International Airport	The canal that cross through the 07 and 25 thresholds, might cause unsafe operation of aircrafts that could have a large or a short landing	11/2006	ICAO Visit November 2006	To cover tha canal 150mts, taking into account 75 mts on each side of the centre line on runway 07-25	El Salvador	TBD	U		
AGA478 C	Runways (Annex 14, Vol. I, Chap. 3, 3.4.6 and Chap. 9, 9.4.3)	San Salvador, El Salvador International Airport	The grass is quite tall on the apron strips.	11/2006	ICAO Visit November 2006	Tu cut the grass and maintain it in a an appropriate height.	El Salvador	TBD	U		

SPECIFIC DEFICIENCIES

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

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AGA453 C	Visual Aids (Annex 14, Vol. I, Chap. 5.2.14.1 through 5.2.14.4)	El Salvador, SAN SALVADOR, El Salvador Intl	The signs do not comply with the standard	09/2006	ICAO Visit September 2006	Replace the signs in compliance to the standard	El Salvador	TBD	U		
AGA457 C	Visual Aids (Annex 14, Vol.I, Chap. 5.2, 5.2.1 through 5.2.17)	El Salvador, SAN SALVADOR, El Salvador Intl	The painted markings of the main areas are faint due to the rubber accumulation on the pavement surface of the runway	09/2006	ICAO Visit September 2006	Repaint the affected markings and clean the rubber on the runway surface	El Salvador	TBD	U		
AGA476 C	Visual Aids (Annex 14, Vol.I, Chap.3, 3.10.2)	San Salvador, El Salvador International Airport	The curved segments of the taxiway shoulders that are not indicated	11/2006	ICAO Visit November 2006.	To indicate the curved segments of the taxiway shoulders.	El Salvador	TBD	U		
AGA475 C	Visual Aids (Annex 14, Vol.I, Chap.6, 6.1, 6.3.14)	San Salvador, El Salvador International Airport	The adjacent buildings to aprons are not indicated	11/2006	ICAO Visit November 2006	To sign buildings and hangars	El Salvador	TBD	U		
AGA477 C	Visual Aids (Annex 14, Vol.I, Chap.6, 6.1, 6.3.14)	San Salvador, El Salvador International Airport	The personnel that develop the activities related to aircrafts do not wear reflective gear and the vehicles that operate in this area do not turn on their beacon	11/2006	ICAO Visit November 2006	Personnel and vehicles that work on the apron should wear reflective gear and should turn on their correspondent beacon	El Salvador	TBD	U		
AGA Guatemala											
AGA131 C	Bird Hazards (Annex 14, Vol. I, Chap. 9.5)	Guatemala, GUATEMALA, La Aurora	Birds were observed hovering above reported waste dump sites off the southern runway end	05/2001	ICAO Visit May 2001	Confirm bird hazard and implement necessary mitigation measures	Guatemala	TBD	U	State Letter sent	
AGA397 C	Fencing (Annex 14, Vol. I, Chap. 9.10.1)	Flores, GUATEMALA, Mundo Maya	Fencing - A wildlife preserve primarily for deer located adjacent to Runway 10/28 lacks any fencing to prohibit wildlife from entering Runway 10/28	06/2006	ICAO Visit June 2006	Install fencing outside runway strip	Guatemala	TBD	U		
AGA376 C	Maintenance (Annex 14, Vol. I, Chap. 2.6.6)	Guatemala, GUATEMALA, La Aurora	Pavement Maintenance - Apron pavement strength published in the AIP is incorrect – indicates flexible pavement instead of actual concrete pavement (has been copied from what is declared for the runway). Taxiway pavement strength is not published in the AIP	06/2006	ICAO Visit June 2006	DGAC to provide Boeing through ICAO, the pavement layers' type, depth and age, subgrade characteristics and traffic data. Boeing to calculate PCNs and provide DGAC through ICAOProvide new data as a result of scheduled construction	Guatemala	TBD	U		
AGA392 C	Obstacles (Anexo 14, Vol. I, Cap. 4.1 & Figure 4-1)	Flores, GUATEMALA, Mundo Maya	Obstacles - Unused radio tower located along Runway 10/28 violates inner transitional obstacle limitation surface.	06/2006	ICAO Visit June 2006	Remove unused radio tower	Guatemala	TBD	U		

SPECIFIC DEFICIENCIES

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

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Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results	
AGA395 C	Obstacles (Anexo 14, Vol. I, Cap. 9.2.30)	Flores, GUATEMALA, Mundo Maya	Rescue and Fire Fighting - RFF station lacks direct access to Runway 10/28.RO/AGA informed that MGTK will be constructing new RFF station across Runway 10/28 from the existing site having direct and clear access	06/2006	ICAO Visit June 2006	Start and finish RFF station construction and report to OACI that RFF is in operation	Guatemala	TBD	U			
AGA 28 C	Obstacles (Annex 14, Vol. I, Chap. 4)	Guatemala, GUATEMALA, La Aurora	Obstacles exist in the approach, take-off, transitional and inner horizontal obstacle limitation surfaces	12/1999	ICAO Visit December 1999 and May 2001 IATA Letter January 2001	ASB recommended: 1. DGAC complete surveys to establish obstacles 2. DGAC remove, light and mark obstacles as appropriate 3. DGAC update AIP obstacle charts 4. DGAC update aerodrome obstacle safeguarding plan	Guatemala	TBD	U	Action taken and ongoing: 1. DGAC through IGN are implementing a survey of all obstacles affecting the aerodrome in conjunction with the WGS-84 survey 2. DGAC through the ICAO Technical Co-operation Project in Guatemala is implementing a study to evaluate the aerodrome obstacle conditions	Guatemala	Subject to verification
AGA377 C	Obstacles (Annex 14, Vol. I, Chap. 4)	Guatemala, GUATEMALA, La Aurora	Helicopter service is very frequent within GUA airspace with helicopters crisscrossing the active runway at various locations. Additionally, there exists a large number of landing helipad pads along both sides of Runway 01/19. ICAO visit in 2001 also observed simultaneous operations between aircraft on the runway and helicopter approaches at a reduced separation.	06/2006	ICAO Visit June 2006	Provide an ATCT Plan that covers helicopter serve while Runway 01/19 is active. DGAC agreed to forward the ATCT plan for review by the ICAO NACC RO/ATM	Guatemala	TBD	U			

SPECIFIC DEFICIENCIES

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

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Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results	
AGA 23 C	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.4)	Guatemala, GUATEMALA, La Aurora	No runway end safety areas are provided on both runway ends as specified in Annex 14 Vol I Section 3.4.1	12/1999	ICAO Visit December 1999 and May 2001	Provide RESAs	Guatemala	TBD	U	Action taken and ongoing: 1. ICAO provided DGAC with an illustration for the provision of RESAs through the reduction of declared distances 2. AGA/AOP/SG Task Force on RESAs evaluated Guatemala as a case study. 3. DGAC are still considering the future provision of RESAs through the reduction of runway declared distances by 90 m and the relocation of runway end lights at both runway ends.	Guatemala	Subject to verification
AGA379 C	Runway End Safety Areas (Annex 14, Vol. I, Chap. 3.5)	Flores, GUATEMALA, Mundo Maya	Runway End Safety Areas - No runway end safety areas exist beyond both runway ends. Sufficient once properly prepared exists to declare RESAs off both runway ends. When MGTK declares RESA, several approach light units will need to become frangible.	06/2006	ICAO Visit June 2006	Clear and grade terrain and convert non-frangible approach light system units, etc., to frangible units off both runway ends	Guatemala	TBD	U			
AGA374 C	Runway Geometry (Annex 14, Vol. I, Chap. 3.9.7)	Guatemala, GUATEMALA, La Aurora	The separation between the runway and parallel taxiway continues to be insufficient to permit simultaneous operations by some aircraft types. Substandard condition also introduces violations of the inner transitional obstacle limitation surface when certain aircraft taxi.	06/2006	ICAO Visit June 2006	Discontinue simultaneous operations. Complete taxiway relocation as early as possible. Consider providing holding bays at both runway ends with adequate separation from the runway to improve the operational efficiency.	Guatemala	TBD	U			
AGA388 C	Runway Strip (Anexo 14, Vol. I, Cap. 3.4.6 y 3.4.7)	Flores, GUATEMALA, Mundo Maya	One small shed exists within the graded portion of the runway strip	06/2006	ICAO Visit June 2006	Remove shed.	Guatemala	TBD	U			

SPECIFIC DEFICIENCIES

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

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AGA389 C	Runway Strip (Anexo 14, Vol. I, Cap. 3.4.6)	Flores, GUATEMALA, Mundo Maya	Open, very wide and very deep canal running parallel to the runway for over 100 metres that exists within the graded portion of the runway strip. Open type canals are classified as obstacles	06/2006	ICAO Visit June 2006	Remove or cover canal with cover that is capable to support the heaviest aircraft weight.	Guatemala	TBD	U		
AGA129 C	Runway Strip (Annex 14, Vol. I, Chap. 3.3 - 3.3.2 & 6)	Guatemala, GUATEMALA, La Aurora	Runway end light pits and the disused localiser bases/bolts are objects in the runway strip at both runway ends	05/2001	ICAO Visit May 2001	Cover the lighting pits with aircraft load bearing covers Remove the disused localiser bases/bolts	Guatemala	TBD	U	State Letter sent	
AGA 14 C	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.3 and 3.4.6)	Guatemala, GUATEMALA, La Aurora	Insufficient runway strip width in some parts as specified in Annex 14 Vol I Section 3.4 - 3.4.3 and 3.4.6	12/1999	ICAO Visit December 1999, May 2001 and June 2006	Remove obstacles infringing on the runway strip	Guatemala	TBD	U		
AGA387 C	Visual Aids (Annex 14, Vol. I, Chap. 3.4.3)	Flores, GUATEMALA, Mundo Maya	Width is insufficient and it should be cleared of tall shrubs and small trees that exist beyond the graded portion of the runway strip.	06/2006	ICAO Visit June 2006	Clear tall shrubs and small trees.	Guatemala	TBD	U		
AGA370 C	Visual Aids (Annex 14, Vol. I, Chap. 3.5.6)	Guatemala, GUATEMALA, La Aurora	Visual Aids - Approach Lighting Systems are not frangible beyond 60 meters from the runway edge. The area beyond 60 meters off Rwy 19 has a non-frangible fence surrounding the approach lighting systems	06/2006	ICAO Visit June 2006	Make Approach Lighting Systems frangible and object free. Remove fencing located in Runway End 19 that surrounds the approach lighting systems.	Guatemala	TBD	U		
AGA380 C	Visual Aids (Annex 14, Vol. I, Chap. 5)	Flores, GUATEMALA, Mundo Maya	Visual Aids - Remaining markings from former stopways remain; one having improperly chevron markings.	06/2006	ICAO Visit June 2006	Remove all chevron markings off both runway ends.	Guatemala	TBD	U		
AGA385 C	Visual Aids (Annex 14, Vol. I, Chap. 5)	Flores, GUATEMALA, Mundo Maya	Jeppessen chart notes that PAPI location relative to runway threshold is unknown. RO/AGA informed that MGTK would ask COCESNA for certification documentation that PAPI is certified for operation	06/2006	ICAO Visit June 2006	MGTK to submit to OACI documentation certifying that PAPI was correctly installed and operational.	Guatemala	TBD	U		
AGA365 C	Visual Aids (Annex 14, Vol. I, Chap. 5.2.10)	Guatemala, GUATEMALA, La Aurora	Runway Markings - Runway holding position markings are improperly painted. Unevenly located as measured from the runway centrelines, faintly marked, or missing.	06/2006	ICAO Visit June 2006	Paint all runway holding marking	Guatemala	TBD	U		

SPECIFIC DEFICIENCIES

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

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AGA367 C	Visual Aids (Annex 14, Vol. I, Chap. 5.2.4.5)	Guatemala, GUATEMALA, La Aurora	Threshold Markings - The pattern of longitudinal stripes have an insufficient number of stripes for a 60 meter wide runway	06/2006	ICAO Visit June 2006	Paint additional stripes for 60 m width runways	Guatemala	TBD	U		
AGA368 C	Visual Aids (Annex 14, Vol. I, Chap. 5.2.4.7)	Guatemala, GUATEMALA, La Aurora	Threshold Markings - The transverse stripe has insufficient width for a 60 meter wide runway.	06/2006	ICAO Visit June 2006	Paint additional width	Guatemala	TBD	U		
AGA373 C	Visual Aids (Annex 14, Vol. I, Chap. 5.2.4.9)	Guatemala, GUATEMALA, La Aurora	Visual Aids -Painted arrows indicating a displaced threshold are incorrectly painted Yellow	06/2006	ICAO Visit June 2006	Repaint arrows white in colour	Guatemala	TBD	U		
AGA382 C	Visual Aids (Annex 14, Vol. I, Chap. 5.2.5 & 5.2.6)	Flores, GUATEMALA, Mundo Maya	Visual Aids - Runway touchdown zone markings are improperly marked and Aiming Point marking is missing	06/2006	ICAO Visit June 2006	Remove old markings and repaint runway.	Guatemala	TBD	U		
AGA364 C	Visual Aids (Annex 14, Vol. I, Chap. 5.2.5)	Guatemala, GUATEMALA, La Aurora	Runway Markings - Runway lacks aiming point marking aint aiming point marking	06/2006	ICAO Visit June 2006	Paint aiming point marking	Guatemala	TBD	U		
AGA383 C	Visual Aids (Annex 14, Vol. I, Chap. 5.2.7)	Flores, GUATEMALA, Mundo Maya	Visual Aids - Runway side stripe markings are very faint, especially on concrete surface.	06/2006	ICAO Visit June 2006	Repaint side stripe markings on both sides of Runway 10/28.	Guatemala	TBD	U		
AGA363 C	Visual Aids (Annex 14, Vol. I, Chap. 5.2.7)	Guatemala, GUATEMALA, La Aurora	Runway Markings - Runway side stripes are unevenly painted near thresholds and should continue across taxiway entrances.	06/2006	ICAO Visit June 2006	Paint markings as required	Guatemala	TBD	U		
AGA372 C	Visual Aids (Annex 14, Vol. I, Chap. 5.3.4)	Guatemala, GUATEMALA, La Aurora	Visual Aids - Approach lighting systems has non-working lights off Runway 19 end	06/2006	ICAO Visit June 2006	Replace non-working lights	Guatemala	TBD	U		
AGA384 C	Visual Aids (Annex 14, Vol. I, Chap. 5.4 & Figure 5-28)	Flores, GUATEMALA, Mundo Maya	Visual Aid Mandatory Instruction Sign for Runway Designator is missing on turn pad at entrance to Runway End 28	06/2006	ICAO Visit June 2006	Install Sign	Guatemala	TBD	U		
AGA371 C	Visual Aids (Annex 14, Vol. I, Chap. 5.4)	Guatemala, GUATEMALA, La Aurora	Visual Aids - Most Taxiway connectors lack mandatory instruction signs. All taxiway connectors at runway end entrances exceed 60-meter widths.	06/2006	ICAO Visit June 2006	Install mandatory instruction signs and paint complementary runway designator markings	Guatemala	TBD	U		
AGA Haiti											
AGA 87 C	Bird Strike Hazards (Annex 14, Vol. I, Chap. 9.4, 9.4.1-9.4.4)	Haiti, PORT AU PRINCE, Port au Prince Intl	Bird strikes reported	03/2001	IATA Report March 2001	Undertake bird hazard assessment to identify mitigation measures	Haiti	TBD	U	3 - State Letter sent	

SPECIFIC DEFICIENCIES

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

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Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA 62 C	Fencing (Annex 14, Vol. I, Chap. 9, 9.10.2 - 9.10.6)	Haiti, CAP HAITIEN, Cap Haitien Intl	No perimeter security barrier	06/2000	ICAO Visit June 2000	Install perimeter security barrier	Haiti	En proces	U	2 - State Letter sent	
AGA 29 C	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2.13 - 4.2.18)	Haiti, CAP HAITIEN, Cap Haitien Intl	Obstacles exist in the approach, take-off and transitional obstacle limitation surfaces	06/2000	ICAO Visit June 2000	Eliminate obstacles	Haiti	TBD	U	3 - State Letter sent	
AGA 81 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2.1 & 10.2.2)	Haiti, PORT AU PRINCE, Port au Prince Intl	Runway surface pavement rubber deposit accumulation.	06/2000	ICAO Visit June 2000	Remove rubber	Haiti	TBD	U	2 - State Letter sent	
AGA 68 C	Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2)	Haiti, CAP HAITIEN, Cap Haitien Intl	RFFS deficient	06/2000	ICAO Visit June 2000	Upgrade RFFS	Haiti	TBD	U	1 - State Letter sent	
AGA 69 C	Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2)	Haiti, CAP HAITIEN, Cap Haitien Intl	No AEP	06/2000	ICAO Visit June 2000	Prepare AEP and undertake emergency exercise	Haiti	TBD	U	1 - State Letter sent	
AGA Honduras											
AGA 191 C	Bird Hazard (Annex 14, Vol. I, Chap 9.5)	Honduras, TEGUCIGALPA, Intl Toncontín	Several birds were observed flying over the waste disposal sites reported to be located near the northeast end of the runway and overflying the runway during aircraft operations	11/2001	ICAO Visit November 2001	Confirm bird hazard and implement mitigation measures as necessary.	Honduras	TBD	U	State Letter sent	
AGA 202 C	Bird Hazard (Annex 14, Vol. I, Chap 9.5)	Honduras, SAN PEDRO SULA, Intl. La Mesa	Big birds were observed on the runway strip	11/2001	ICAO Visit November 2001	Confirm bird hazard and implement mitigation measures as necessary	Honduras	TBD	U	State Letter sent	
AGA 188 C	Fencing (Annex 14, Vol. I, Chap. 8.4 - 8.4.1)	Honduras, TEGUCIGALPA, Intl Toncontín	A dog was observed on the runway	11/2001	ICAO Visit November 2001	Check for deficiencies in the perimeter fencing and gates to correct them and ensure that animals cannot enter the movement area. If animals live in the airport, to remove them	Honduras	TBD	U	State Letter sent	

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA417 C	Obstacles (Annex 14, Vol. I, Chap. 3.4.6 & 3.4.7)	Honduras TEGUCIGALPA, Intl Toncontín	Canals for drainage exists in the graded portion of the runway strip are classified as objects. The long canal covered with concrete slabs adjacent the runway that starts near Runway End 20 does not have an adequate cover to support aircraft loads. An uncovered canal is adjacent to the runway closer to Runway End 02. Several rock and concrete debris piles are found adjacent to the covered canal	07/2006	ICAO Visit July 2006	Remove all rock and concrete debris piles and either install drain pipes that are cover by earth or replace existing cover with appropriate covers	Honduras	TBD	U		
AGA184 C	Obstacles (Annex 14, Vol. I, Chap. 4 - 4.2.27)	Honduras, TEGUCIGALPA, Intl Toncontín	Obstacles infringing on the take off climb surfaces include topography and vegetation, on Runway 19 also includes fencing and road	11/2001	ICAO Visit November 2001 & July 2006	Remove fencing and road at the southern end or reduce declared distances for Runway 19	Honduras	TBD	U	State Letter sent	
AGA190 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 9.4 - 9.4.3, 4 & 10)	Honduras, TEGUCIGALPA, Intl Toncontín	The surface of the runway has irregularities in several areas, with loose stones and rubber deposits	11/2001	ICAO Visit November 2001	Remove loose stones through continuous monitoring, remove rubber and repair the runway pavement surface	Honduras	TBD	U	State Letter sent	
AGA422 C	Rescue and Fire Fighting (Annex 14, Vol. I, Chap.9)	Honduras, SAN PEDRO SULA, Intl. Ramón Villeda Morales	Silver suits for fire fighters need replacement due to excessive wear, numerous, large unprotected surface areas	07/2006	ICAO Visit July 2006	Replace with new silver suits	Honduras	TBD	U		
AGA199 C	Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2 - 9.2.19, 20, 25, 31, 32 and 38)	Honduras, SAN PEDRO SULA, Intl. La Mesa	It was reported that the extinguishing agents reserves are insufficient, the rescue equipment in vehicles is insufficient, vehicles are in poor condition, communications and alert systems are deficient and the protection equipment for the personnel is innadequate	11/2001	ICAO Visit November 2001	Maintain required extinguishing agent reserves Provide the required rescue equipment in vehicles Maintain vehicles in adequate condition Maintain adequate communications and alert systems Provide personnel with required protection equipment	Honduras	TBD	U	Referred to PAAST	No further report of action taken
AGA182 C	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - 3.5.1, 3.5.2, 3.5.4, 3.5.6)	Honduras, TEGUCIGALPA, Intl Toncontín	There are no runway end safety areas at both ends of the runway	11/2001	ICAO Visit November 2001& July 2006	Provide runway end safety areas by removing objects or reducing declared distances for the runway	Honduras	TBD	U	State Letter sent	

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA 194 C	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5)	Honduras, SAN PEDRO SULA, Intl. La Mesa	There are no runway end safety areas at both ends of the runway	11/2001	ICAO Visit November 2001 & July 2006	Provide RESAs by reducing stopways and declared distances	Honduras	TBD	U	State Letter sent	
AGA 179 C	Runway Strip (Annex 14, Vol. I, Chap. 3.4, 3.4.1,3.4.2, 3.4.6, 3.4.8, 3.4.10, 3.4.12 through 3.4.17)	Honduras, TEGUCIGALPA, Intl. Toncontín (MHTG)	Runway strip length is insufficient in the southern part of the runway	11/2001	ICAO Visit November 2001 & July 2006	Increase runway strip length by removing objects or reducing declared distances for Runway 19	Honduras	TBD	U	State Letter sent	
AGA 192 C	Runway Strip (Annex 14, Vol. I, Chap. 3.4.2)	Honduras, SAN PEDRO SULA, Intl. La Mesa	Runway Strip length is insufficient	11/2001	ICAO Visit November 2001 & July 2006	Provide runway strip by reducing declared stopways	Honduras	TBD	U	State Letter sent	
AGA 198 C	Visual Aids (Annex 14, Vol. I, Chap 7.3.1-7.3.3 & 5.3.15)	Honduras, SAN PEDRO SULA, Intl. La Mesa	Runway 04 has incorrect chevron markings in the area located before the threshold	11/2001	ICAO Visit November 2001 & July 2006	Remove the chevron markings in the area located before the threshold on Runway 04	Honduras	TBD	U	State Letter sent	
AGA 201 C	Visual Aids (Annex 14, Vol. I, Chap 10.2.8 & Table 5-1, note B)	Honduras, SAN PEDRO SULA, Intl. La Mesa	Runway markings are deficient	11/2001	ICAO Visit November 2001 & July 2006	Repaint runway markings	Honduras	TBD	U	State Letter sent	
AGA 195 C	Visual Aids (Annex 14, Vol. I, Chap 5 - 5.2.2.4 & 5)	Honduras, SAN PEDRO SULA, Intl. La Mesa	Runway designation markings at both ends are incorrect because they indicate the presence of two parallel runways	11/2001	ICAO Visit November 2001	Correct the runway designation markings	Honduras	TBD	U	State Letter sent	
AGA 196 C	Visual Aids (Annex 14, Vol. I, Chap 5 - 5.2.8, 7.2.1 - 7.2.3)	Honduras, SAN PEDRO SULA, Intl. La Mesa	Markings on the parallel taxiway are incorrect because are for a runway	11/2001	ICAO Visit November 2001 & July 2006	Correct the centreline marking in the parallel taxiway and remove the runway markings	Honduras	TBD	U	State Letter sent	
AGA 411 C	Visual Aids (Annex 14, Vol.I, Chap. 5.2.10 & Figure 5-6)	Honduras TEGUCIGALPA, Intl. Toncontín	Several Runway-Holding Position markings do not extend completely across the taxiway width nor connect with the taxiway side stripe markings, such as Taxiway B, Taxiway E	07/2006	ICAO Visit July 2006	Extend the markings at all taxiways	Honduras	TBD	U		
AGA 419 C	Visual Aids (Annex 14, Vol.I, Chap. 5.2.14.1 through 5.2.14.4)	Honduras, SAN PEDRO SULA, Intl. Ramón Villeda Morales	Existing apron safety lines used at gate areas are not wide enough for wingspans of narrow bodied aircraft, such as A319, A320	07/2006	ICAO Visit July 2006	Repaint those redlines that are insufficient in wingspan clearances	Honduras	TBD	U		
AGA 409 C	Visual Aids (Annex 14, Vol.I, Chap. 5.2.8.1 - 5.2.8.7)	Honduras TEGUCIGALPA, Intl. Toncontín	Several curved taxiway centreline markings exiting/entering Runway 02/20 are very faint and need repainting, such as connector Taxiway D	07/2006	ICAO Visit July 2006	Repaint curved taxiway centrelines	Honduras	TBD	U		

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA413 C	Visual Aids (Annex 14, Vol.I, Chap. 5.4.2.8)	Honduras TEGUCIGALPA, Intl Toncontín	The sign for the Runway Designator and Taxiway Location, A-02, needs to be relocated and co-located with the Runway-Holding Point marking for Taxiway A	07/2006	ICAO Visit July 2006	Relocate sign	Honduras	TBD	U		
AGA412 C	Visual Aids (Annex 14, Vol.I, Chap. 7.2.1 - 7.2.3)	Honduras TEGUCIGALPA, Intl Toncontín	Taxiway E lacks taxi side stripes or taxiway edge lights	07/2006	ICAO Visit July 2006	Paint taxi side stripe markings	Honduras	TBD	U		
AGA408 C	Visual Aids (Annex 14, Vol.I, Chap.7.3, 7.3.1 - 7.3.3 & Figure 7-2)	Honduras TEGUCIGALPA, Intl Toncontín	Both stopways off the runway ends need proper chevron and edge markings	07/2006	ICAO Visit July 2006	Paint non-white missing markings	Honduras	TBD	U		
AGA Jamaica											
AGA 25 C	Runway End Safety Area (Annex 14, Vol. I, Chap. 5, 5.3.5.1)	Jamaica, MONTEGO BAY, Sangster Intl	No runway end safety area is provided on the western runway end as specified in Annex 14 Vol I Section 3.4.1	10/2000	ICAO Visit October 2000	Provide runway end safety area by extending the platform or reducing the declared distances	Jamaica	TBD	U	3 - State Letter sent	
AGA 24 C	Runway End Safety Area (Annex 14, Vol. I, Chap. 5.3.5.1)	Jamaica, KINGSTON, Norman Manley Intl	No runway end safety areas are provided on both runway ends as specified in Annex 14 Vol I Section 3.4.1	10/2000	ICAO Visit October 2000	Provide runway end safety areas by extending the platform or reducing the declared distances	Jamaica	TBD	U	3 - State Letter sent	
AGA 15 C	Runway Strip (Annex 14, Vol. I, Chap. 3, 3.4, 3.4.2.3)	Jamaica, KINGSTON, Norman Manley Intl	Runway strip extension length and width at both runway ends is less than specified in Annex 14 Vol. I Sections 3.3.2 and 4	10/2000	ICAO Visit October 2000	Extend and widen runway strip or reduce runway declared distances	Jamaica	TBD	U	3 - State Letter sent	
AGA 17 C	Runway Strip (Annex 14, Vol. I, Chap. 3.3)	Jamaica, MONTEGO BAY, Sangster Intl	Runway strip extension length on west runway end and width at both runway ends is less than specified in Annex 14 Vol. I Sections 3.3.2, 3 and 4	10/2000	ICAO Visit October 2000	Extend and widen runway strip or reduce runway declared distances	Jamaica	TBD	U	3 - State Letter sent	
AGA 19 C	Runway Strip (Annex 14, Vol. I, Chap. 3.3, Section 3.3.16)	Jamaica, MONTEGO BAY, Sangster Intl	Runway graded strip contains ponds and does not comply with the specifications in Annex 14 Vol. I, Section 3.3.16	10/2000	ICAO Visit October 2000	Remove ponds in runway strip	Jamaica	TBD	U	3 - State Letter sent	
AGA Mexico											
AGA150 C	Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2 - 9.2.3)	Mexico, MONTERREY, Gral. Mariano Escobedo International	The rescue and fire fighting category is deficient for occasional operations of B747, An-124 and A330 and regular operations of B767.	09/2001	ICAO Visit September 2001	To elevate the RFFS category from 7 to 8	Mexico	TBD	U	State Letter sent	

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA 146 C	Runway end safety area (Annex 14, Vol. I, Chap. 3.5 - 3.5.1 and 7)	Mexico, CANCUN, Cancun International	The runway end safety area on the west end of the runway is not graded.	09/2001	ICAO Visit September 2001	To grade the runway end safety area.	Mexico	TBD	U	State Letter sent	
AGA 148 C	Runway end safety area (Annex 14, Vol. I, Chap. 3.5 - 3.3.1, 6 and 7)	Mexico, MONTERREY, Gral. Mariano Escobedo International	The runway end safety area on the south end of runway 16/34 has vegetation and it is not graded.	09/2001	ICAO Visit September 2001	To remove vegetation and to grade the runway end safety area.	Mexico	TBD	U	State Letter sent	
AGA 152 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.3 and ANP, Table AOP1)	Mexico, MONTERREY, Gral. Mariano Escobedo International	The centreline marking on Runway 11/29 is deficient	09/2001	ICAO Visit September 2001	To repaint the runway centreline markings	Mexico	TBD	U	State Letter sent	
AGA Netherlands Antilles/Antillas Neerlandesas											
AGA 257 C	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.1 & 2 - 9.1.1)	Netherlands Antilles, BONAIRE/ KRALENDIJK, Flamingo	The aerodrome emergency plan is not complete	02/2002	ICAO Visit February 2002	Complete the aerodrome emergency plan	Netherlands Antilles	TBD	U	State letter to be sent	
AGA 258 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.3)	Netherlands Antilles, BONAIRE/ KRALENDIJK, Flamingo	Runway centreline markings are fading	02/2002	ICAO Visit February 2002	Re-paint runway markings	Netherlands Antilles	TBD	U	State letter to be sent	
AGA Nicaragua											
AGA 243 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 9.4 - 9.4.3, 4 & 10.2.8)	Nicaragua, MANAGUA, Intl Managua	The runway surface is deficient and has irregularities, loose stones and rubber deposits	03/2002	ICAO Visit March 2002 & July 2006	To remove FOD through continuous monitoring, remove rubber and rehabilitate the runway pavement surface	Nicaragua	TBD	U	State letter to be sent	
AGA 241 C	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2 - 9.2.29 & 30)	Nicaragua, MANAGUA, Intl Managua	The existing fire fighting services station is deficient and does not have direct access to the runway	03/2002	ICAO Visit March 2002 & July 2006	Provide adequate facilities for fire fighting services	Nicaragua	TBD	U		
AGA 233 C	Runway Strip (Annex 14, Vol. I, Chap. 3.4.6)	Nicaragua, MANAGUA, Intl Managua	The military helicopters parked on the runway strip are obstacles	03/2002	ICAO Visit March 2002 & July 2006	To avoid that the parked helicopters become an obstacle	Nicaragua	TBD	U	State letter to be sent	
AGA 239 C	Visual Aids (Annex 14, Vol. I, Chap. 5- 5.3.14.1)	Nicaragua, MANAGUA, Intl Managua	Stopway lights are not provided	03/2002	ICAO Visit March 2002	Provide stopway lights or eliminate stopways and correct the ASDA declared distances published in the AIP	Nicaragua	TBD	U	State letter to be sent	
AGA 238 C	Visual Aids (Annex 14, Vol. I, Chap. 5- 5.4.5.2.1 and ANP FASID Table AOP1)	Nicaragua, MANAGUA, Intl Managua	The runway has no visual approach slope indicator systems	03/2002	ICAO Visit March 2002 & July 2006	Provide visual approach slope indicator systems	Nicaragua	TBD	U		

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA244 C	Visual Aids (Annex 14, Vol. I, Chap. 5)	Nicaragua, MANAGUA, Intl Managua	The markings on the runway and taxiway centrelines are deficient	03/2002	ICAO Visit March 2002 & July 2006	Re-paint the runway and taxiway centrelines	Nicaragua	TBD	U	State letter to be sent	
AGA236 C	Visual Aids (Annex 14, Vol. I, Chap. 5.2.14.1 to 5.2.14.4)	Nicaragua, MANAGUA, Intl Managua	The platform has no safety lines	03/2002	ICAO Visit March 2002 & July 2006	Provide safety lines on the platform	Nicaragua	TBD	U		
AGA235 C	Visual Aids (Annex 14, Vol. I, Chap. 5.2.4.7 & 5.2.4.8)	Nicaragua, MANAGUA, Intl Managua	The threshold markings has no transversal strips in order to distinguish it from the pavement areas before the threshold	03/2002	ICAO Visit March 2002 & July 2006	Provide transversal strip markings on the threshold	Nicaragua	TBD	U	State letter to be sent	
AGA401 C	Visual Aids (Annex 14, Vol.I, Chap. 5.4)	Nicaragua, MANAGUA, Intl Managua	Service road across from the Taxiway A entrance to Runway End 09 lacks signage information that indicates where a driver should stop for approach/departure aircraft operations	07/2006	ICAO Visit July 2006	Install information sign where a runway-holding position marking would be located	Nicaragua	TBD	U		
AGA404 C	Visual Aids (Annex 14, Vol.I, Chap.3.7 & 5.3.15)	Nicaragua, MANAGUA, Intl Managua	Both stopways lack proper markings and edge lighting. DGAC is evaluating and considering not declaring both stopways	07/2006	ICAO Visit July 2006	Install proper markings and edge lighting or declare that stopways no longer exists. Submit to ICAO NACC declared to update declared ASDA distances and other ANP related information	Nicaragua	TBD	U		
AGA400 C	Visual Aids (Annex 14, Vol.I,Figure 5-21)	Nicaragua, MANAGUA, Intl Managua	Threshold in-pavement lights are not located proper at the start of the threshold but instead located within the threshold stripes	07/2006	ICAO Visit July 2006	Relocate existing lights to proper location	Nicaragua	TBD	U		
AGA Saint Kitts and Nevis/San Kitts v Nevis											
AGA284 C	Fencing (Annex 14, Vol. I, Chap. 9.10, 9.10.2, 9.10.4 & 9.10.6)	St. Kitts and Nevis, BASSETERRE, Robert L. Bradshaw Int'l	The perimeter fencing is inadequate	01/2003	ICAO Visit - January 2003	Upgrade perimeter barrier to prevent unauthorised access by people and entrance of animals	St. Kitts and Nevis	TBD	U	State letter to be sent	
AGA289 C	Fencing (Annex 14, Vol. I, Chap.9, 9.10, 9.10.2, 9.10.4 & 9.10.6)	St. Kitts and Nevis, CHARLESTOWN, Vance W. Amory Int'l	The perimeter fencing is inadequate	01/2003	ICAO Visit January 2003	Upgrade perimeter barrier to prevent unauthorised access by people and entrance of animals	St. Kitts and Nevis	TBD	U	State letter to be sent	

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA282 C	Runway End Safety Area (Annex 14, Vol. I, Chap. 3, 3.5, 3.5.1 & 3.5.2)	St. Kitts and Nevis, BASSETERRE, Robert L. Bradshaw Int'l	Runway end safety areas are not provided	01/2003	ICAO Visit - January 2003	Provide runway end safety areas by extension of airfield or do not declare stopways and reduce runway declared distances	St. Kitts and Nevis	TBD	U	State letter to be sent	
AGA280 C	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - Std. 3.4.2)	St. Kitts and Nevis, BASSETERRE, Robert L. Bradshaw Int'l	Runway strip length at runway ends is insufficient	01/2003	ICAO Visit - January 2003	Extend runway strip or do not declare stopways and reduce runway declared distances	St. Kitts and Nevis	TBD	U	State letter to be sent	
AGA Saint Lucia/Santa Lucía											
AGA112 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10.2, 10.2.1, 10.2.2. & 10.2.3)	Saint Lucia, CASTRIES, George F. L. Charles Intl	Runway pavement surface severely deficient in many areas and FOD is present	07/2001	ICAO Visit July 2001	Maintain runway surface clean of FOD and upgrade the runway pavement	Saint Lucia	TBD	U	State Letter sent	
AGA Saint Vincent and the G./San Vicente y las Granadinas											
AGA220 C	Obstacles (Annex 14, Vol. I, Chap. 4 - Stolport Manual 4.2)	St. Vincent and the Grenadines, MUSTIQUE, Mustique	Take-off obstacle limitation surface contains severe infringements by terrain and vegetation based on runway take-off declared distance published in AIP	12/2001	ICAO Visit December 2001	Reduce Runway 09 take-off declared distance to reflect displaced runway end for curved departure path and publish in the AIP	St. Vincent and the Grenadines	TBD	U	State Letter sent	
AGA222 C	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.1 - Stolport Manual 9.1.1 & 2)	St. Vincent and the Grenadines, MUSTIQUE, Mustique	No stolport emergency plan exists	12/2001	ICAO Visit December 2001	Prepare a stolport emergency plan	St. Vincent and the Grenadines	TBD	U	State Letter sent	
AGA223 C	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2 - Stolport Manual 9.2.2 and Annex 14 Vol. I para. 9.2.29 & 30)	St. Vincent and the Grenadines, MUSTIQUE, Mustique	The present position of the rescue and fire-fighting vehicle on the western edge of the apron is remote from personnel and does not have direct access to the runway and Security personnel double up as RFFS personnel	12/2001	ICAO Visit December 2001	Relocate position of RFFS vehicle to be close to personnel and have direct access to the runway and specify security procedures in the case of an emergency	St. Vincent and the Grenadines	TBD	U	State Letter sent	
AGA219 C	Runway Strip (Annex 14, Vol. I, Chap. 3.3 - Stolport Manual 3.3.2.2)	St. Vincent and the Grenadines, MUSTIQUE, Mustique	Runway strip length at east runway end is insufficient	12/2001	ICAO Visit December 2001	Displace Runway 09 end and reduce the corresponding landing and take-off declared distances	St. Vincent and the Grenadines	TBD	U	State Letter sent	
AGA221 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - Stolport Manual 5.3.1)	St. Vincent and the Grenadines, MUSTIQUE, Mustique	No stolport designation marking is provided at the Runway 09 threshold	12/2001	ICAO Visit December 2001	Provide stolport designation marking	St. Vincent and the Grenadines	TBD	U	State Letter sent	

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA Brasil											
AGA 494 S	Annex 14, Vol. I, Ch. 9	BRAZIL/ANAC/INFR AERO/Rio de Janeiro Int1	The reserve supply of complementary agent was below 200 %	AUG 06	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/25 of its respective Report)	Maintain the 200 % minimum supply of complementary agent	BRAZIL/ANAC/ INFRAERO	TBD	U		
AGA 493 S	Annex 14, Vol. I, Ch. 9; Doc 9137-AN/898, Parts 3 & 8	BRAZIL/ANAC/INFR AERO/Rio de Janeiro Int1	High vegetation on the RWY and TWY strips	AUG 06	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/24 of its respective Report)	Cut and Keep vegetation at adequate height	BRAZIL/ANAC/ INFRAERO	TBD	U		
AGA 476 S	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFR AERO/Pontapora Int1	ANP requires RFF CAT 6. It is CAT 2	AUG 06	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/07 of its respective Report)	Upgrade RFF to CAT 6	BRAZIL/ANAC/ INFRAERO	TBD	U		
AGA 492 S	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFR AERO/Rubem Berta Int1	ANP requires RFF CAT 3. It is CAT 1	AUG 06	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/23 of its respective Report)	Update RFF to CAT 3	BRAZIL/ANAC/ INFRAERO	TBD	U		
AGA Colombia											
AGA 454 S	Annex 14, Vol. I, Ch. 3	COLOMBIA/AEROC IVIL/BOGOTA/EI Dorado Int1	Depression between threshold and threshold lights (ends of RWY 13L/31R)	OCT 05	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/07 of its respective Report)	Eliminate depression between threshold and threshold lights. "PENDING ACTION PLAN"	AEROCIVIL/BO GOTA/EI Dorado Int1 Airport	TBD	U		
AGA 455 S	Annex 14, Vol. I, Ch. 5	COLOMBIA/AEROC IVIL/BOGOTA/EI Dorado Int1	Threshold lights are displaced about 6 to 8 m from the threshold in both ends (RWY 13L/31R)	OCT 05	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/08 of its respective Report)	Install the threshold lights at the right position. "PENDING ACTION PLAN"	AEROCIVIL/BO GOTA/EI Dorado Int1 Airport	TBD	U		
AGA 448 S	Annex 14, Vol. I, Ch. 9	COLOMBIA/AEROC IVIL/BOGOTA/EI Dorado Int1	Emergency operations center not well structured	OCT 05	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/01 of its respective Report)	Emergency operations center and emergency plan are not well structured. "PENDING ACTION PLAN"	AEROCIVIL/BO GOTA/EI Dorado Int1 Airport	TBD	U		
AGA Ecuador											
AGA 459 S	Annex 14, Vol. I, Ch. 5	ECUADOR/DAC/QUI PORT	Apron/runway/ taxiway vertical signs are not complete	OCT 05	ICAO regular mission (26-27/SEP/2005, Recommended Action AGA/01 of its respective Report)	Provide adequate apron/runway/ taxiway vertical signs	ECUADOR/DA C/QUIPORT	TBD	U		

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA 328 S	Emergency Plans (Annex 14, Vol. I, Ch. 9)	ECUADOR/GUAYA QUIL/Simón Bolívar	There is no updated Airport Emergency Plan	MAY 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/28 of its respective Report	Urgently provide and approve an updated Airport Emergency Plan "PENDING ACTION PLAN"	ECUADOR/DA C	TBD	U	State Letter sent	ICAO
AGA Panama											
AGA 462 S	Annex 14, Vol. I	PANAMA/DGAC/TO CUMEN S.A.	Weak coordination between DGAC area AGA en Tocumen S.A.	APR 06	ICAO regular mission (26-28/APR/06, New Recommended Action AGA/01 of its respective Report)	Improve the coordination between DGAC AGA area and Tocumen S.A.	PANAMA/DGA C/TOCUMEN S.A.	TBD	U		
AGA Peru											
AGA 371 S	Annex 14, Ch. 9, Vol. I and Doc 9137-AN/898, Part 7	PERU/DGAC/CORPA	The emergency plans are not updated/exercised. Frequent fire fighters replacements	MAY 2004	ICAO regular mission (17-18 MAY 2004, Recommended Action AGA/01 of its respective Report)	Update emergency plans/exercises. Avoid fire fighters replacements "PENDING ACTION PLAN" ACTION PLAN: Arequipa, Lima, Pisco and Tacna were updated in 2005. Chiclayo, Cusco, Iquitos and Trujillo will be updated up to June 2007. In 2005 was published NTC-AVSEC-005-2005 "Requirements for RFF personnel", which assures no or almost no rotation (App. to Letter # 029-2007-MTC/12.06)	DGAC/CORPAC	TBD	U	State Letter sent	ICAO
AGA Suriname											
AGA 429 S	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)	Implement emergency plans at airports	CAA		U		
AGA 231 S	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	Provide RFF Category 3 for the aerodrome and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname	TBD	U	State Letter sent	ICAO

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA Venezuela											
AGA 460 S	Annex 14, Vol. I, Ch. 9	VENEZUELA/INAC/Last full-scale aerodrome emergency exercise in 02 MAR 03	APR 06	ICAO regular mission (24-26/APR/06, New Recommended Action AGA/01 of its respective Report)	Plan and develop, urgently, a complete exercise for the emergency plan "PENDING ACTION PLAN"	VENEZUELA/INAC/IAAIM	TBD	U			
AGA 461 S	Annex 14, Vol. I, Ch. 9	VENEZUELA/INAC/Reserve supply of foam concentrate and complementary agent is 134 %	APR 06	ICAO regular mission (24-26/APR/06, New Recommended Action AGA/02 of its respective Report)	Maintain 200 % minimum reserve of foam concentrate and complementary agent "PENDING ACTION PLAN"	VENEZUELA/INAC/IAAIM	TBD	U			
AGA 93 S	Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap.9)	Venezuela, BARCELONA, Barcelona Intl. Airport	2001	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001	Develop emergency plan and disseminate it among the aviation community "PENDING ACTION PLAN"	Venezuela	TBD	U	State Letter sent		
AGA 26 S	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, MARGARITA/Del Caribe Aerodrome	1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	Improve the RWY surface with grooving "PENDING ACTION PLAN"	Venezuela		U	State Letter sent	ICAO Regional Office	
AGA 73 S	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, CARACAS/Maiquetia Aerodrome	2001	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001	Remove the rubber deposits "PENDING ACTION PLAN"	Venezuela	TBD	U	State Letter sent	ICAO Regional Office	NO RESULTS
AGA 74 S	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, CARACAS/Maiquetia Aerodrome	2001	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001	Reconstruct runway 08/26 immediately "PENDING ACTION PLAN"	Venezuela	TBD	U	State Letter sent	ICAO Regional Office	
AGA 75 S	TWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, CARACAS/Maiquetia Aerodrome	2001	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001	Reconstruct the taxiways "PENDING ACTION PLAN"	Venezuela	TBD	U	State Letter sent		
AGA 80 S	Visual aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP)	Venezuela, CARACAS/Maiquetia Aerodrome	2001	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001	Install a windsock for runways 27L and 26 "PENDING ACTION PLAN"	Venezuela	TBD	U	State Letter sent		
AGA 83 S	Visual aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP)	Venezuela, VALENCIA/Valencia Intl. Airport	2001	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001	Install a windsock for runway 28 "PENDING ACTION PLAN"	Venezuela	TBD	U	State Letter sent		

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA 85 S	Visual aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP)	Venezuela, MARGARITA, Margarita Intl. Airport	Threshold and runway designation markings are faded	2001	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001	Threshold and runway designation markings should be repainted "PENDING ACTION PLAN"	Venezuela	TBD	U	State Letter sent	
AGA 86 S	Visual aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP)	Venezuela, MARGARITA, Margarita Intl. Airport	No windsock is located at runway 27	2001	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001	Install a windsock for the runway 27 "PENDING ACTION PLAN"	Venezuela	TBD	U	State Letter sent	
AGA 28 S	Visual Aids (Annex 14, Vol. I. Ch. 5)	Venezuela, MARACAIBO/La Chinita Aerodrome	No PAPI at RWY 20	1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	Implement the facility "PENDING ACTION PLAN"	Venezuela		U	State Letter sent	SAM
AGA 27 S	Visual Aids (Annex 14, Vol. I.Ch. 5)	Venezuela, CARACAS/Maiquetia Aerodrome	PAPI on RWY 09 unreliable	1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	Verify "PENDING ACTION PLAN"	Venezuela		U	State Letter sent	SAM

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
ATM Anguilla											
AT 34 C	Use of the aeronautical phraseology	Anguilla	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA OECS	2003	U	SIPs for Central America in 2003 and for Caribbean ongoing	NACC
ATM Bahamas											
AT 18 C	Use of the aeronautical phraseology	Bahamas	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9, RO ATM/SAR mission in April 2005.	Continuous training and supervision in the use of aeronautical phraseology is required, in accordance with what is stated in Doc 4444 PANS-ATM. Bahamas is implementing the ICAO SARPs.	CAA Bahamas	2006	U	SIPs for Central America in 2003 and for Caribbean ongoing	NACC
ATM Belize/Belize											
AT 4 C	Provision of air traffic control service	Belize	Some segments of ATS routes of the FIR do not count yet with ATS at the required levels.	Sept./94	GREPECAS/4, Report IATA Conc. 4/10, Appendix 5	Provide ATS and improve VHF COM in the area in question.	CAA Belize	2003	U	IATA will carry out a survey on this deficiency	NACC
AT 20 C	Use of the aeronautical phraseology	Belize	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA Belize	2003	U	SIPs for Central America in 2003 and for Caribbean ongoing	NACC
ATM British Virgin Islands/Islas Vírgenes Británicas											
AT 42 C	Use of the aeronautical phraseology	British Virgin Islands	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA UK	2003	U	SIPs for Central America in 2003 and for Caribbean ongoing	NACC
ATM Dominica											
AT 40 C	Use of the aeronautical phraseology	Dominica	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	ECCAA	2003	U	SIPs for Central America in 2003 and for Caribbean ongoing	NACC

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
ATM El Salvador											
AT	8 C	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	El Salvador	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	Oct. 95	GREPECAS/5. Collaborative actions have been taken with other states for the recurrent training in the English language of air traffic controllers.	a) After the effective date of Amendment to Annex 1, which establishes that the English level required for ATC personnel, the States/Territories/International Organizations, should evaluate the personnel of their ATC units and further provide information regarding the deviation level required in the box "Remarks" b) In order to reach and maintain the English language level required, the States/Territories/International Organizations shall establish a permanent and continuous training plan of ATC units, which contemplates the follow-up of the improvements of personnel of ATC units and shall implement in the same, the ATS quality assurance programme. c) The States/Territories/International Organizations shall demand the personnel who works in ATC units, the English language knowledge to be required by ICAO Annex 1.	CAA El Salvador	2008	U	SARPs effective 2008 NACC
AT	24 C	Use of the aeronautical phraseology	El Salvador	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9. Recurrent courses for the use of aeronautical phraseology for air traffic controllers have been implemented.	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA El Salvador	2008	U	SIPs for Central America in 2003 and for Caribbean ongoing NACC

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
ATM Grenada/Granada											
AT 25 C	Use of the aeronautical phraseology	Grenada	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA OECS	2003	U	SIPs for Central America in 2003 and for Caribbean ongoing	NACC
ATM Guatemala											
AT 9 C	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Guatemala	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	Oct. 95	GREPECAS/5	a) In order to reach and maintain the English language level required, the States/Territories/International Organizations shall establish a permanent and continuous training plan of ATC units, which contemplates the follow-up of the improvements of personnel of ATC units and shall implement in the same, the ATS quality assurance programme. b) The States/Territories/International Organizations shall demand the personnel who works in ATC units, the English language knowledge required by ICAO Annex 1.	CAA Guatemala	2003	U	Referred to PAAST. Problem of such magnitude that PAAST could not assist	NACC
AT 26 C	Use of the aeronautical phraseology	Guatemala	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA Guatemala	2003	U	SIPs for Central America in 2003 and for Caribbean ongoing	NACC
ATM Honduras											
AT 28 C	Use of the aeronautical phraseology	Honduras	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA Honduras	2003	U	SIPs for Central America in 2003 and for Caribbean ongoing	NACC

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
ATM Montserrat											
AT 37 C	Use of the aeronautical phraseology	Montserrat	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA UK	2003	U	SIPs for Central America in 2003 and for Caribbean ongoing	NACC
ATM Nicaragua											
AT 12 C	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Nicaragua	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	Oct. 95	GREPECAS/5	The INAC informed of a strategy solution that could be completed in 2008.	INAC Nicaragua	2008	U		
AT 1 C	Provision of air traffic control service CAR/SAM/3 Rec. 5/33	Nicaragua	Some segments of ATIS routes of the FIR do not count yet with ATS at the required levels.	Sept./94	GREPECAS/4, Report IATA Conc. 4/10, Appendix 5	The INAC informed of a strategy solution that could be completed in 2008.	INAC Nicaragua	2008	U		
AT 31 C	Use of the aeronautical phraseology	Nicaragua	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	The INAC informed of a strategy solution that could be completed in 2008.	INAC Nicaragua	2008	U		
ATM Saint Kitts and Nevis/San Kitts v Nevis											
AT 41 C	Use of the aeronautical phraseology	Saint Kitts and Nevis	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA Saint Kitts	2003	U	SIPs for Central America in 2003 and for Caribbean ongoing	NACC
ATM Saint Lucia/Santa Lucía											
AT 32 C	Use of the aeronautical phraseology	Saint Lucia	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA OECS	2003	U	SIPs for Central America in 2003 and for Caribbean ongoing	NACC
ATM Trinidad and Tobago/Trinidad v Tabago											
AT 33 C	Use of the aeronautical phraseology	Trinidad and Tobago	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9. Since 2004 a continuing training process for air traffic controllers has been implemented.	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA Trinidad and Tobago	2003	U	SIPs for Central America in 2003 and for Caribbean ongoing	NACC

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results

ATM Turks and Caicos/Islas Turcas y Caicos

AT 39 C	Use of the aeronautical phraseology	Turks and Caicos	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA Turks and Caicos	2003	U	SIPs for Central America in 2003 and for Caribbean ongoing	NACC	
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SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results

ATM Argentina

ATM	1 S	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).	Oct/1995	GREPECAS/5	(FAX N° 286/02 – Departamento OACI – 30 octubre 2002) A continuous English language training plan has been implemented for ATCOs. The following issues have been adopted: 1) Incorporate personnel with a good level of colloquial English. 2) Incorporation of a CTA course, one-month colloquial intensive English in a language center. 3) Implementation of a training, improvement of the English language for ATCOs (PCP IIC). The administration has carried out an evaluation of English language proficiency to ATC personnel. The level does not meet the minimum ICAO requirements as established in Annex 1. As of year 2004, personnel will be provided with ATC simulation courses and English courses in recognised national institutes or abroad.	CRA Argentina	2007	U	SARPs effective 2008	SAM
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ATM Ecuador

ATM	5 S	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	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	2007	U	SARPs effective 2008	SAM
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SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results	
MET Haiti												
MET 2 C	SIGMET information (Annex 3, Part I, Chapter 7, standard 7.1.1)	Haiti	Not all SIGMET messages are prepared based on the procedures established by ICAO.	22/05/96	a) Implement the COM/MET SIP recommendations for the CAR Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	Ensure the correct elaboration of SIGMETs and their dissemination in accordance with the requirements of Table MET 2A.	State	04/03	U	ICAO SIP Project. Ongoing	NACC	SIP Meeting in 4th quarter. Then need to verify
MET Honduras												
MET 84 C	Communications (Annex 3, Chap. 11, Standards 11.1.1, 11.1.2, 11.1.4)	Honduras	These requirements are not being complied.	29/09/05			DGCA		U			
MET 80 C	Establishment of aerodromes meteorological offices (Annex 3, Chapter 3, Standard 3.3.1) and Table MET 1A of CAR/SAM FASID.	Honduras	Toncontín aerodrome (HHTG) does not have a meteorological office.	29/09/05			DGCA		U			
MET 85 C	Exchange of special airreports (Annex 3, Chap. 5, Standard 5.9)	Honduras / ATS Units	ATS units do not document special AIREP to MET units.	29/09/05	Develop an ATS/MET letter of agreement and make a follow-up in order to comply with that established on it.		DGCA		U			
MET 83 C	Flight documentation (Annex 3, Chap 9, Standard 9.3.4)	Honduras	No flight documentation is being prepared.	29/09/05			DGCA		U			
MET Jamaica												
MET 4 C	SIGMET information (Annex 3, Part I, Chapter 7, standard 7.1.1)	Jamaica	Not all SIGMET messages are prepared based on the procedures established by ICAO	22/05/96	a) Implement the COM/MET SIP recommendations for the CAR Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	Ensure the correct elaboration of SIGMETs and their dissemination in accordance with the requirements of Table MET 2A.	State	04/03	U	ICAO SIP Project. Ongoing	NACC	SIP Meeting in 4th quarter. Then need to verify

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results

MET Netherlands Antilles/Antillas Neerlandesas

MET	5 C	SIGMET information (Annex 3, Part I, Chapter 7, standard 7.1.1)	Netherlands Antilles	Not all SIGMET messages are prepared based on the procedures established by ICAO.	22/05/96	a) Implement the COM/MET SIP recommendations for the CAR Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	Ensure the correct elaboration of SIGMETs and their dissemination in accordance with the requirements of Table MET 2A.	State	04/03	U	ICAO SIP Project. Ongoing	NACC	SIP Meeting in 4th quarter. Then need to verify
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SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
MET Guyana											
MET 61 S	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.	NCAA in coordination with the Hydromet Service	TBD	U				
MET 56 S	Surface wind, Annex 3, Standard 4.1.2.1)	Guyana COM Unit	NOV 2006	Surface wind displays from meteorological stations shall be installed in ATS units	NCAA in coordination with Hydromet Service	TBD	U				
MET Suriname											
MET 7 S	Relay of air-reports by ATS units (Annex 3, Chapter 5, Standard 5.8)	Suriname / ATS Units	22/06/96	Review ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	CAA		U				
MET 64 S	Requirements for communications (Annex 3, Standard 11.1.1)	Suriname COM unit	09/10/04	Suitable telecommunications facilities shall be made available to permit MET offices to supply the required MET information to ATS units.	NCAA in coordination with the Guyana Hidromet Serv	TBD	U				
MET 58 S	SIGMET information (Annex 3, Chap 7, Standard 7.1.1)	Suriname Aerodrome MET Offices and MET Watch Office (MWO of Paramaribo)	11/10/2004	As a matter of urgency the Suriname MET services starts preparing and issuing SIGMETs	The NCAA in coordination with the MET Centre	TBD	U				
MET 59 S	Surface wind (Annex 3, Standard 4.1.2.1)	Suriname COM Dependency	09/10/2004	Surface wind display in the surface of ATS dependencies must corresponds to the sensors of the MET station	NCAA in coordination with the Hydromet Centre	TBD	U				
MET Uruguay											
MET 80 S	Aerodrome meteorological stations and observations. (Annex 3, Chap 4, Standard 4.1)	Uruguay, SOCL, SURV y SUSO.	Oct. 2006	There is not aerodrome meteorological station.	DINACIA/ DNM	TBD	U				

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
MET 39 S	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. The actual personnel does not satisfy the minimum requirements for the provision of MET service.	22/06/96	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.	DINACIA / DNM	TBD	U	Consult GREPECAS	SAM/GREPECAS	AS
MET 8 S	Relay of air-reports by ATS units (Annex 3, Chapter 5, Standard 5.9)	Uruguay / ATS Units	ATS units do not transmit regularly all special AIREPs to MET units	22/06/96	Review ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	DCA (Air Navigation)/MWO	TBD	U			
MET Venezuela											
MET 70 S	MET stations and obs. (Annex 3, Chap 4, Standard 4.1.1)	Venezuela, MET Office Maracaibo	IATA informs that all MET information is inappropriate.	Apr 2005	Reported by IATA.	Implement the Recommendations of the coordination mission carried out in Dec. 2004.	INAC in coordination with SMN	TBD	U		
MET 66 S	Ordinary remarks and reports (Annex 3, Chap 4, Standards 4.3.1 and 4.3.2)	Venezuela, Paraguana and Maracaibo	Does not have MET stations	06/12/04		Give priority to the installation of these stations with the VNEMETH Programme.	INAC in coordination with the SMN	TBD	U		

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results	
AIS Aruba												
AIS 29 C	Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	Aruba	Implementation of the WGS-84 is on going	01/01/98	GREPECAS AIS/MAP Subgroup Survey to States	Need to implement the WGS-84 Geodetic System	State	30/11/05	U	Survey and coordinates determination in process. Publication in November 2005	GEN NACC	C/CAR AIS/MAP Task Force is developing an implementation plan for FIR boundaries coordination.
AIS 96 C	Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	Aruba	Lack of highest priority for printing of AIS publications.	18/09/96	Records/files NACC RO; GREPECAS reports	Need to provide a higher priority for the printing of AIS publications	State	TBD	U	Transferred to the AIS/MAP/SG for future action.	NACC/AIS/MA P/SG	Lack of action plan.
AIS Bahamas												
AIS 7 C	Annex 15, Chap. 4, Para. 4.2.9; Doc. 8733, Basic ANP, Part VIII, Paras 33 to 37	Bahamas	Lack of regular and effective updating of the AIP Document	24/10/00	GREPECAS AIS/MAP Subgroup	Need to keep updated the information/data contained in the AIP	State	TBD	U	Transferred to the AIS/MAP/SG for future actions.	NACC/IATA	Lack of action plan.
AIS 17 C	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Bahamas	Timely distribution of the information through NOTAM	25/10/00	GREPECAS AIS/MAP Subgroup	Need to disseminate on time all operational information through NOTAM	State	TBD	U	Consultation with AIS/MAP/SG indicated that AIS services should be automated and AIS Quality Assurance programme be implemented.	NACC/AIS/MA P/SG	Lack of action plan.
AIS 30 C	Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	Bahamas	Implementation of the WGS-84 is on going	01/01/98	GREPECAS AIS/MAP Subgroup Survey to States	Need to implement the WGS-84 Geodetic System	State	30/11/05	U	Survey and Coordinates determination in process. Publication in November 2005	GEN NACC	C/CAR AIS/MAP Task Force is developing an implementation plan for FIR boundaries coordination.
AIS Belize/Belice												
AIS 31 C	Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	Belize	Lack of implementation of the WGS-84	01/01/98	GREPECAS AIS/MAP Subgroup Survey to States	Need to implement the WGS-84 Geodetic System	State	30/11/06	U	COCESNA and Central American States are developing a total WGS 84 implementation project.	GEN NACC	Lack of action plan.

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results	
AIS 273 C	Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	Belize	Lack of highest priority for printing of AIS publications.	27/04/01	Records/files in NACC R0; ICAO visit April 2001	Need to provide a higher priority for the printing of AIS publications	State	TBD	U	Transferred to the AIS/MAP/SG for future action.	NACC/AIS/MA P/SG	Lack of action plan.
AIS Costa Rica												
AIS 33 C	Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	Costa Rica	Partial implementation of the WGS-84	01/01/98	GREPECAS AIS/MAP Subgroup Survey to States	Need to implement the WGS-84 Geodetic System	State	July 2007	U	COCESNA and Central American States are developing a total WGS 84 implementation project.	GEN NACC	Lack of action plan.
AIS El Salvador												
AIS 35 C	Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	El Salvador	Partial implementation of the WGS-84	01/01/98	GREPECAS AIS/MAP Subgroup Survey to States	Need to implement the WGS-84 Geodetic System	State	30/11/06	U	COCESNA and Central American States are developing a total WGS 84 implementation project.	GEN NACC	Lack of action plan.
AIS Guatemala												
AIS 36 C	Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	Guatemala	Partial implementation of the WGS-84	01/01/98	GREPECAS AIS/MAP Subgroup Survey to States	Need to implement the WGS-84 Geodetic System	State	30/11/06	U	COCESNA and Central American are developing a total WGS 84 implementation project.	GEN NACC	Lack of action plan.
AIS Honduras												
AIS 267 C	Doc 8733 Basic ANP, Part VIII, Paras. 59 k), 61, 62, 64 7) and FASID Table AIS 7.	Honduras	Lack of production of the World Aeronautical Chart ICAO 1:1000 000	06/01/94	Records/files NACC R0; GREPECAS reports	Need to produce the chart.	State	TBD	U	Transferred to the AIS/MAP/SG for future action. A project ICAO/IPGH is planned.	NACC/AIS/MA P/SG	Lack of action plan.
AIS 101 C	Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	Honduras	Lack of highest priority for printing of AIS publications.	18/09/96	Records/files NACC R0; GREPECAS reports	Need to provide a higher priority for the printing of AIS publications	State	TBD	U	Transferred to the AIS/MAP/SG for future action.	NACC/AIS/MA P/SG	Lack of action plan.

SPECIFIC DEFICIENCIES

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

Identification		Deficiencies			Corrective Action			ASB Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results	
AIS Jamaica												
AIS 14 C	Annex 15, Chap. 4, Para. 4.2.9; Doc. 8733, Basic ANP, Part VIII, Paras 36 to 37	Jamaica	Lack of regular and effective updating of the AIP Document	24/10/00	GREPECAS AIS/MAP Subgroup	Need to keep updated the information/data contained in the AIP	State	TBD	U	Transferred to the AIS/MAP/SG for future action.	NACC/IATA	Lack of action plan.
AIS 25 C	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Jamaica	Timely distribution of the information through NOTAM	25/10/00	GREPECAS AIS/MAP Subgroup	Need to disseminate on time all operational information through NOTAM	State	TBD	U	Transferred to the AIS/MAP/SG for future action.	NACC/AIS/MA P/SG	Lack of action plan.
AIS 39 C	Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	Jamaica	Lack of implementation of the WGS-84	01/01/98	GREPECAS AIS/MAP Subgroup Survey to States	Need to implement the WGS-84 Geodetic System	State	30/11/06	U	C/CAR AIS/MAP Task Force is developing an implementation plan for FIR boundaries	GEN NACC	Lack of action plan.
AIS Mexico												
AIS 26 C	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Mexico	Timely distribution of the information through NOTAM	25/10/00	GREPECAS AIS/MAP Subgroup	Need to disseminate on time all operational information through NOTAM	State	TBD	U	Transferred to the AIS/MAP/SG for future action.	NACC/AIS/MA P/SG	Lack of action plan.
AIS 311 C	Annex 15, Chapter 4, Paras. 4.2.8 and 4.3.4., Chapter 6; Doc 8733 Basic ANP Part VIII, Paras. 45 to 49	Mexico	Lack of effective compliance with the AIRAC system requirement	06/06/04	Records/files NACC RO	Need for an efficient application of AIRAC requirements.	State	TBD	U	Transferred to the AIS/MAP/SG for future actions.	NACC/AIS/MA P/SG/IATA	Lack of action plan.
AIS 40 C	Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	Mexico	Lack of implementation of the WGS-84	01/01/98	GREPECAS AIS/MAP Subgroup Survey to States	Need to implement the WGS-84 Geodetic System	State	TBD	U	Activities were carried out under RLA/98/003 Project and other States.	GEN NACC	Falta de plan de acción.
AIS Netherlands Antilles/Antillas Neerlandesas												
AIS 41 C	Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	Netherlands Antilles	Lack of implementation of the WGS-84	01/01/98	GREPECAS AIS/MAP Subgroup Survey to States	Need to implement the WGS-84 Geodetic System	State	30/11/04	U	C/CAR AIS/MAP Task Force is developing an implementation plan for FIR boundaries.	GEN NACC	Lack of action plan.
AIS Turks and Caicos/Islas Turcas y Caicos												
AIS 28 C	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Turks and Caicos Islands	Timely distribution of the information through NOTAM	25/10/00	GREPECAS AIS/MAP Subgroup	Need to disseminate on time all operational information through NOTAM	State	TBD	U	Transferred to the AIS/MAP/SG for future actions.	NACC/AIS/MA P/SG	Lack of action plan.

**DEFICIENCIES UPON WHICH ASB FOUND REQUIREMENT FOR REGION WIDE ACTION
REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AGA FIELD IN THE CAR/SAM REGIONS**

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results

AGA CAR/SAM

AGA 139 S	Airfield maintenance (Annex 14, Vol. I, Ch. 9.4)	This problem exists in both CAR and SAM Regions.	Deficiencies in pavements, lights, markings, signs, secondary power supply and fencing.	2001	ASB/2 Meeting	Establishment and implementation of airfield maintenance programmes "ACTION PLAN" 1. AGA/AOP/SG established a Task Force on Pavements. 2. ICAO held a seminar on Pavement Maintenance and a Short Course on the ACFT/PAV. Interaction in July 2002. 3. Latin America and Caribbean Association of Airfield Pavement was created in July 2002 during the seminar/short course held in Santa Cruz de la Sierra, Bolivia. 4. ICAO held a seminar on Pavement Management Systems & a Short Course on the PCI Method in November 2003. 5. Seminar on Pavement Design & a Short Course on Managing the Annex 14 is planned for 2004. 6. SIP (Seminar/Workshop/Short Course - NOV 07) - GREPECAS CONCLUSION 13/90	States	2007	U	1. AGA/AOP/SG established a Task Force on Pavements. 2. ICAO held a seminar on Pavement Maintenance and a Short Course on the ACFT/PAV. Interaction in July 2002 3. Latin America and Caribbean Association of Airfield Pavement was created in July 2002 during the seminar/short course held in Santa Cruz de la Sierra, Bolivia. 4. ICAO held a seminar on Pavement Management Systems & a Short Course on the PCI Method in November 2003. 5. Seminar on Pavement Design & a Short Course on Managing the Annex 14 is planned for 2004.	ICAO	No results
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DEFICIENCIES UPON WHICH ASB FOUND REQUIREMENT FOR REGION WIDE ACTION
REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIS FIELD IN THE CAR/SAM REGIONS

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results

AIS CAR/SAM

AIS	309 C	Complete WGS-84 implementation	This problem exists in the CAR/SAM Regions	Lack of completion o the WGS-84 system implementation	1998	GREPECAS AIS/MAP/SG	Need to implement the WGS-84 Geodetic System	States	TBD	U	The AIS/MAP/SG Meeting should analyze the situation in order to implement the WGS-84 Geodetic System. ICAO to undertake a survey of States to update implementation status.	ICAO	Circular Letter requesting urgent correction
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CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA Antigua and Barbuda/Antigua v Barbuda											
AGA 100 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.3, 5.2.3.1, 5.2.7 & 5.2.7.1)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Runway centreline and side strip markings are faded	07/2001	ICAO Visit July 2001	Corrected	Antigua and Barbuda	2002	U		
AGA 95 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.8 & 5.2.8.1)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Taxiway centreline markings to guide aircraft turning around at runway ends are not provided	07/2001	ICAO Visit July 2001	Corrected	Antigua and Barbuda	2002	U		
AGA Aruba											
AGA 304 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 9.4 - Rec. 9.4.3, 4, 5, 7 & 10)	Aruba, ORANJESTAD, Reina Beatrix Int'l	The runway pavement surface has irregularities (some cracking), FOD and rubber accumulation. Concrete section of western runway end in particularly poor condition due to pavement failure.	01/2003	ICAO Visit January 2003	Corrected	Aruba Airport Authority	2003	U		
AGA Bahamas											
AGA 72 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2, & 10.2.1)	Bahamas, FREEPORT, Grand Bahama Intl	Runway and apron pavement is deficient in strength and surface irregularities - Ref Annex 14, Vol. I Sections 9.4.3 & 4	10/2000	ICAO Visit October 2000	Corrected	Bahamas	2002	U		
AGA 32 C	Radio Aids (ANP, Table AOP 1)	Bahamas, NASSAU, Nassau Intl	VOR regularly out of service	2002	ICAO Visit October 2000 IATA Report September 2000 IFALPA Meeting November 2000	Corrected	Bahamas	2002	U		
AGA 65 C	Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2)	Bahamas, FREEPORT, Grand Bahama Intl	Insufficient RFFS personnel is provided - Ref Annex 14 Vol. I Sections 9.2.32 & 33	10/2000	ICAO Visit October 2000	Corrected	Bahamas	2002	U		
AGA 21 C	Runway End Safety Area (Annex 14, Vol. I, Chap. 3, 3.5 & 3.5.1)	Bahamas, FREEPORT, Grand Bahama Intl	Northeast RESA width does not comply with Annex 14 Vol I Section 3.4.4	10/2000	ICAO Visit October 2000	Corrected	Bahamas	May 2003	U		
AGA 9 C	Runway Strip (Annex 14, Vol. I, Chap. 3.4, 3.4.1 & 3.4.3)	Bahamas, FREEPORT, Grand Bahama Intl	Runway strip width at northeast runway end does not comply with Annex 14, Vol. I Section 3.3.3	10/2000	ICAO Visit October 2000	Corrected	Bahamas	May 2003	U		
AGA 35 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.2, 5.2.3.4, 5.2.3.5, 5.2.3.6, 5.2.3.7 and ANP, Table AOP 1)	Bahamas, FREEPORT, Grand Bahama Intl	Deficient RWY markings	10/2000	ICAO Visit October 2000	Corrected	Bahamas	2002	U		

CORRECTED DEFICIENCIES

GREPECAS/14
WP/16
APPENDIX C

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA 37 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.4.10 and ANP, Table AOP 1)	Bahamas, NASSAU, Nassau Intl.	All approach lighting systems not serviceable	1996	ICAO Visit October 2000 IFALPA Meeting November 2000	Corrected	Bahamas	2002	U		
AGA 38 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.5.23 and ANP, Table AOP 1)	Bahamas, NASSAU, Nassau Intl.	All PAPIs except RWY 14 unserviceable	1996	ICAO Visit October 2000 IFALPA Meeting November 2000	Corrected	Bahamas	2002	U		
AGA Barbados											
AGA 165 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.3, 5.2.6 - 10.4.2)	Barbados, BRIDGETOWN, Grantley Adams Intl	Runway centreline markings are faded in the Runway 09 touchdown zone	12/2001	ICAO Visit December 2001	Corrected	Barbados	2003	U		
AGA CAR/SAM											
AGA 89 C	Airfield maintenance (Annex 14, Vol. I, Chap.10, 10.11)	This problem exists in both CAR and SAM Regions.	Deficiencies in pavements, lights, markings, signs, secondary power supply and fencing.	2001	ASB/2 Meeting	Establishment and implementation of airfield maintenance programmes Corrected	States	2005	U	1. AGA/AOP/SG established a Task Force on Pavements. 2. ICAO held a seminar and course on pavements in 2002 and another is planned in 2003. 3. Latin America and Caribbean Association of Airfield Pavement being established.	
AGA 88 C	Bird Strike Hazard (Annex 14, Vol. I Chap. 9.4, 9.4.1)	This problem exists in both CAR and SAM Regions.	Increased bird activity at the aerodrome and surrounding areas.	2000	ASB/1 Meeting	Establishment of National and Airport Bird Hazard Committees. Corrected. Use SAM version.	States	2005	U	1. AGA/AOP/SG established a Task Force on Bird Hazards. 2. ICAO held a seminar in 2001. 3. CAR/SAM Regional Bird Hazard Prevention Committee being established.	
AGA Cayman Islands/Islas Caimanes											
AGA 85 C	Bird Strike Hazards (Annex 14, Vol. I, Chap. 9.4, 9.4.1)	Cayman Islands, CAYMAN BRAC, Gerrard Smith Intl	Bird hazard exists	10/2000	ICAO Visit October 2000	Corrected	Cayman Islands	2002	U		
AGA 60 C	Fencing (Annex 14, Vol. I, Chap. 9.10, 9.10.2)	Cayman Islands, CAYMAN BRAC, Gerrard Smith Intl	Perimeter fencing incomplete - Ref. Annex 14 Vol. I Sections 8.4.1 & 2	10/2000	ICAO Visit October 2000	Corrected	Cayman Islands	2002	U		

CORRECTED DEFICIENCIES

GREPECAS/14
WP/16
APPENDIX C

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA 74 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2 & 10.2.1)	Cayman Islands, CAYMAN BRAC, Gerrard Smith Intl	Runway, pavement surface deficient - Ref. Annex 14 Vol. I Section 9.4	10/2000	ICAO Visit October 2000	Corrected	Cayman Islands	2002	U		
AGA 41 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.1 and ANP, Table AOP 1)	Cayman Islands, CAYMAN BRAC, Gerrard Smith Intl	Runway markings faded - Ref. Annex 14 Vol. I Section 5.2.2 - 4	10/2000	ICAO Visit October 2000	Corrected	Cayman Islands	2002	U		
AGA Costa Rica											
AGA 86 C	Bird Strike Hazards (Annex 14, Vol. I, Chap. 9.4, 9.4.1 & 9.4.4)	Costa Rica, ALAJUELA, Juan Santamaria Intl	Bird strikes reported, sanitary landfills located in the vicinity of airport	2000	ASB/4 Review	Undertake bird hazard assessment to identify mitigation measures	Costa Rica	2002	U		
AGA 227 C	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2 - 4.2.27)	Costa Rica, ALAJUELA/ SAN JOSE, Intl Juan Santamaria	There are obstacles infringing the take off surface on Runway 07, this includes fencing and vehicles on the taxiway	03/2002	ICAO Visit March 2002	Corrected	Costa Rica	2003	U		
AGA 76 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2, 10.2.1)	Costa Rica, ALAJUELA, Juan Santamaria Intl	Excessive rubber deposit on runway surface resulting in poor friction characteristics - Ref. Annex 14, Vol. I, Section 9.4.10	2000	IATA Report December 2000	Remove rubber from runway surface	Costa Rica	2002	U		
AGA 225 C	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - 3.5.1)	Costa Rica, ALAJUELA/ SAN JOSE, Intl Juan Santamaria	The runway has no runway end safety areas on both sides	03/2002	ICAO Visit March 2002	Corrected	Costa Rica	2003	U		
AGA Dominican Republic/República Dominicana											
AGA 66 C	Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2)	Dominican Republic, SANTO DOMINGO, Las Americas Intl	RFFS deficient and AEP out of date	05/2000	ICAO Visit May 2000	Corrected	Dominican Republic	2003	U		
AGA Haiti											
AGA 51 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.1 and ANP, Table AOP 1)	Haiti, CAP HAITIEN, Cap Haitien Intl	Runway markings non-standard and faded	2000	ICAO Visit June 2000	Corrected	Haiti	2002	U		
AGA Jamaica											
AGA 275 C	Fencing (Annex 14, Vol. I, Chap. 9.10)	Jamaica, Montego Bay, Sangster Intl.	Inadequate perimeter barrier at west runway end	06/2003	ICAO visit October 2000, IATA visit November 2002	Upgrade perimeter barrier. Corrected.	Jamaica	2005	U	State letter to be sent	

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA 83 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2, 10.2.1)	Jamaica, MONTEGO BAY, Sangster Intl	Runway and older taxiway pavements have failed resulting in severe deficiencies in the pavement surface condition - Ref Annex 14, Vol. I Section 9.4.3	10/2000	IATA Visit Nov 2002	Corrected	Jamaica	2002	U		
AGA Mexico											
AGA 359 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10 - Rec. 10.2 & 10.2.1)	México, MÉXICO, Lic.Benito Juárez International Airport	A significant rubber accumulation was observed on the runways. Reduced braking has been reported during wet runway conditions	April 2003	ICAO Visit - April 2003	Corrected	AICM (Mexico)	2003	U		
AGA 153 C	Runway end safety area (Annex 14, Vol.I, Chap. 3.5 - 3.5.1, 6 and 7)	Mexico, GUADALAJARA, Don Miguel Hidalgo y Costilla International	The runway end safety areas on both ends of runway 02/20 have vegetation and are not graded.	09/2001	ICAO Visit September 2001	To remove vegetation and to grade runway end safety areas	Mexico	Corrected	U		
AGA Netherlands Antilles/Antillas Neerlandesas											
AGA 273 C	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2 - 9.2.36)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	Insufficient RFFS personnel are available to respond to an emergency	02/2002	ICAO Visit February 2002	Corrected	PJIAE (Netherlands Antilles)	2002	U		
AGA 274 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2, 5.2.1)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	Runway centreline and edge markings are fading	02/2002	ICAO Visit February 2002	Corrected	PJIAE (Netherlands Antilles)	2002	U		
AGA 265 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.4.7)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	A displaced threshold transverse stripe marking is not provided on Runway 09	02/2002	ICAO Visit February 2002	Corrected	PJIAE (Netherlands Antilles)	2002	U		
AGA 266 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.8.1 & 3)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	Taxiway centreline marking at Runway 09 – Taxiway A intersection is not provided	02/2002	ICAO Visit February 2002	Corrected	PJIAE (Netherlands Antilles)	2002	U		
AGA 252 C	Visual Aids (Annex 14, Vol. I, Chap. 5)	Netherlands Antilles, CURACAO/ WILLEMSTAD, Hato Int'l	Runway markings are fading	02/2002	ICAO Visit February 2002	Corrected	Netherlands Antilles	2002	U		
AGA 262 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.10, 5.2.10.2, 5.2.10.3, & 5.2.10.4)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	The runway holding positions are too close to the runway, particularly on Taxiway B	02/2002	ICAO Visit February 2002	Corrected	PJIAE (Netherlands Antilles)	2002	U		

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA 272 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.4 - 5.2.4.7)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	Displaced threshold arrows are provided in the Runway 27 pre-threshold area	02/2002	ICAO Visit February 2002	Corrected	PJIAE (Netherlands Antilles)	2002	U		
AGA Saint Lucia/Santa Lucía											
AGA 106 C	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2, 4.2.27)	Saint Lucia, CASTRIES, George F. L. Charles Intl	Obstacles infringing on the Runway 09 take off climb obstacle limitation surface include fencing, roads, street lighting, terrain, buildings and vegetation	07/2001	ICAO Visit July 2001	Corrected	SLASPA	2002	U		
AGA 117 C	Obstacles (Annex 14, Vol. I, Chap. 4.4.2, 4.2.12 & 27)	Saint Lucia, VIEUX FORT, Hewanorra Intl	Road and fence at east runway end are obstacles in the Runway 28 approach and transitional and Runway 10 take-off climb obstacle limitation surfaces	07/2001	ICAO Visit July 2001	Corrected	SLASPA	2002	U		
AGA 104 C	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5, 3.5.1)	Saint Lucia, CASTRIES, George F. L. Charles Intl	No runway end safety areas are provided at both runway ends	07/2001	ICAO Visit July 2001	Corrected	SLASPA	2002	U		
AGA 116 C	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5, 3.5.1)	Saint Lucia, VIEUX FORT, Hewanorra Intl	No runway end safety area is provided at east end	07/2001	ICAO Visit July 2001	Corrected	SLASPA	2002	U		
AGA 102 C	Runway Strip (Annex 14, Vol. I, Chap. 3.4 & 3.4.1)	Saint Lucia, CASTRIES, George F. L. Charles Intl	Runway strip length at east end is insufficient	07/2001	ICAO Visit July 2001	Corrected	SLASPA	2002	U		
AGA 114 C	Runway Strip (Annex 14, Vol. I, Chap. 3.4, 3.4.2)	Saint Lucia, VIEUX FORT, Hewanorra Intl	Runway strip length at east end insufficient	07/2001	ICAO Visit July 2001	Corrected	SLASPA	2002	U		
AGA 107 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.10.1)	Saint Lucia, CASTRIES, George F. L. Charles Intl	Runway holding position marking is not provided on east taxiway and is not full width on west taxiway	07/2001	ICAO Visit July 2001	Corrected	SLASPA	2002	U		
AGA 119 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.8.3)	Saint Lucia, VIEUX FORT, Hewanorra Intl	Taxiway centreline markings for aircraft turn-around at runway ends are not provided	07/2001	ICAO Visit July 2001	Corrected	SLASPA	06/2003	U		
AGA 121 C	Visual Aids (Annex 14, Vol. I, Chap. 7, 7.1.1)	Saint Lucia, VIEUX FORT, Hewanorra Intl	No closed runway and taxiway markings are provided	07/2001	ICAO Visit July 2001	Corrected	SLASPA	2002	U		
AGA Trinidad and Tobago/Trinidad v Tabago											
AGA 292 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - Rec. 5.1.1.5)	Trinidad and Tobago. SCARBOROUGH, Crown Point Int'l	The wind direction indicator is not illuminated	05/2002	ICAO Visit May 2002	Corrected	Trinidad and Tobago	2003	U		

CORRECTED DEFICIENCIES

GREPECAS/14
WP/16
APPENDIX C

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA 56 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.1 and ANP, Table AOP 1)	Trinidad and Tobago, PORT OF SPAIN, Piarco Intl	Runway markings faded and non-standard	03/2001	ICAO Visits March & December 2001	Corrected	Trinidad & Tobago	2003	U		
AGA 57 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.10 and ANP, Table AOP 1)	Trinidad and Tobago, PORT OF SPAIN, Piarco Intl	No displaced runway 10 end and displaced runway 28 threshold lighting is provided	03/2001	ICAO Visits March & December 2001	Corrected	Trinidad & Tobago	2003	U		
AGA United States/Estados Unidos											
AGA 336 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2, 10.2.3, 10.2.4, 10.2.5 Rec. 9.4.7)	United States, Puerto Rico, Luis Muñoz Marin International Airport	The runway 10/28 pavement surface has irregularities, FOD and rubber accumulation. Runway in particularly poor condition due to pavement failure	10/2003	ICAO Visit - October 2003	Corrected	United States	2005	U	State letter to be sent	
AGA 277 C	Pavement Surface Conditions (Annex 14, Vol. I, Chapter 10.2, 10.2.1, 10.2.2, 10.2.3 & 10.2.4)	United States, San Juan, Luis Muñoz Marin International	Runway 10/28, some taxiway and apron pavements are deficient	08/2003	ICAO observation - July 2003 & ICAO visit October 2003	Corrected	United States	2005	U	State letter to be sent	
AGA 338 C	Visual Aids (Annex 14, Chap. 5.2, 5.2.1.1)	United States, Puerto Rico, Luis Muñoz Marin International Airport	Runway centre line markings are deficient	10/2003	ICAO Visit - October 2003	Corrected	United States	2005	U	State letter to be sent	

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results

AGA Argentina

AGA	219 S	FOD (Annex 14, Vol. I, Ch. 9.4.3, Attach. A, Sect. 8, Doc 9137-AN/898, Parts 8 and 9)	Argentina/BUENOS AYRES/Ezeiza/Min. Pistarini Int'l Airport	FOD at the apron surface, such as paper, plastic, metal, coarse aggregates, rope, etc. Joint slab deterioration	4-6 DEC 2002	Detected during mission conducted by ICAO Secretariat	Intensify daily inspections according to the ICAO SARPS. Use hot asphalt mixture to block the coarse aggregates (in process of deterioration) and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" CORRECTED (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	2004	U	State Letter sent	ICAO
AGA	18 S	Visual aids (Annex 14, Vol. I, Ch. 5)	Argentina, BUENOS AIRES/Ezeiza Aerodrome	No PAPI at RWY 17	1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	ACTION TAKEN: Deficiency eliminated. PAPI was installed during repavement works and extension of runway 17/35, verified and published CORRECTED	Argentina	2002	U	State letter sent	ICAO Regional Office Corrected

AGA Bolivia

AGA	33 S	Visual aids (Annex 14, Vol. I, Ch. 5 and Ch.6)	Bolivia, SANTA CRUZ/Viru Viru	RWY centerline marks are faded	Sep-2001	Detected during mission conducted by ICAO Secretariat Corrected in June 2002, fax NAV/AER/702/02 from Bolivia	Repaint RWY centerline marks. ACTION TAKEN: RWY centerline marks repainted. The painting is carried out at least once a year according to the SABSAs' maintenance program CORRECTED	Bolivia/SABSA	June 2002	U	State Letter sent	
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CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA CAR/SAM											
AGA 138 S	Bird Strike Hazard (Annex 14, Vol. I Ch. 9.5)	This problem exists in both CAR and SAM Regions. Increased bird activity at the aerodrome and surrounding areas.	2000	ASB/1 Meeting	Establishment of National and Airport Bird Hazard Committees "PENDING ACTION PLAN" CORRECTED (Paragraph 4.1.13 - GREPECAS 13)	States	Permanent	U	1. AGA/AOP/SG established a Task Force on Bird Hazards. 2. ICAO held a seminar in 2001. 3. CAR/SAM Regional Bird Hazard Prevention Committee was established in October 2003. 4. ICAO held a workshop in Santiago, Chile, October 2003. 5. ICAO gives continuous advise to the Regional Committee.	ICAO	
AGA Colombia											
AGA 456 S	Annex 14, Vol. I, Ch. 3	COLOMBIA/AEROC IVIL/BOGOTA/EI Dorado Int'l Airport	Depression 1 to 1.5 m deep over a former canal, at 60 m of the threshold of end 31R (RWY 13L/31R)	OCT 05	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/09 of its respective Report)	Eliminate depression CORRECTED (Doc 1010-P-1113.05, 19 Dec 05)	AEROCIVIL/BO GOTA/EI Dorado Int'l Airport	DEC 05	U		
AGA 110 S	Apron surface conditions (Annex 14, Vol. I, Chap. 3)	Colombia, RIO NEGRO/José María Cordova	Badly contaminated apron surface	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Clean apron surface. Correct the source of contamination "PENDING ACTION PLAN" ACTION TAKEN: Apron area was cleaned (Doc 2000-1057, 23 October 2003, UAEAC, Colombia) CORRECTED	Colombia	2002	U	State Letter sent	
AGA 52 S	Obstacles (Annex 14, Vol. I, Chap. 4)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	There are trees at the approach zone of 13R end (South RWY)	July 2001	Detected during mission conducted by ICAO Secretariat	The trees should be cut "PENDING ACTION PLAN" ACTION TAKEN: The trees were cut - End 13R (Doc 2000-1057, 23 OCT 2003, UAEAC, Colombia) CORRECTED	Colombia	2002	U	State Letter sent	

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA 55 S	Obstacles (Annex 14, Vol. I, Chap. 4)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	July 2001	There are trees at the approach zone of 13R end (North RWY)	Detected during mission conducted by ICAO Secretariat	Colombia	2002	U	"PENDING ACTION PLAN" ACTION TAKEN: The trees were cut - Approach zone of END 13R (Doc 2000 - 1057, 23 OCT 2003, UAEAC, Colombia) CORRECTED		State Letter sent
AGA 111 S	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Colombia, SAN ANDRES/Sesquicentenario	May-02	Uneven RWY surface with numerous large puddles after rainfall	IFALPA Annex 19 Part 3 19-3-SAM-1 Corrected in OCT 1998, fax 1003-054-03 from Colombia	Colombia	OCT 1998	U	Conduct functional & structural evaluation of the pavements and correct pavement surface. ACTION TAKEN: Problem solved. CORRECTED		State Letter sent
AGA 22 S	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	1996	Heavy rubber contamination at RWY 12 and 30	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997 Corrected in SEP 2002, fax 1003-052-03 from Colombia	Colombia	SEP 2002	U	ACTION TAKEN: Removed the rubber deposit CORRECTED		State Letter sent ICAO Regional Office
AGA 38 S	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Colombia, RIO NEGRO/Jose Maria Cordoba Airport	July 2001	Rubber contamination at RWY 36	Detected during mission conducted by ICAO Secretariat Corrected, fax letter 1003-054-03 from Colombia	Colombia	NOV 2000	U	Remove the rubber deposit at RWY 36. ACTION TAKEN: Work done in 2000 CORRECTED		State Letter sent
AGA 98 S	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, BARRANQUILLA/Ernesto Cortissoz Airport	May-02	PAPI lights RWY 22 unserviceable	IFALPA Annex 19 Part 3 19-3-SAM-1 Corrected on Jun 10/2002, fax 1003-052-03 from Colombia	Colombia	10 JUN 2002	U	Replace PAPI lights RWY 22. ACTION TAKEN: PAPI lights replaced. CORRECTED		State Letter sent
AGA 99 S	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, BARRANQUILLA/Ernesto Cortissoz Airport	May-02	No lights for windsock	IFALPA Annex 19 Part 3 19-3-SAM-1 Planned for 2003, fax 1003-052-03 from Colombia	Colombia	2002	U	Provide lights for windsock "PENDING ACTION PLAN" ACTION TAKEN: Lights were installed according to Annex 14, Vol. I (Doc 2000 - 1057, 23 OCT 2003, UAEAC, Colombia) CORRECTED		State Letter sent

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA 100 S	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, CALI/Alfonso Bonilla Aragon	RWY 19 PAPI out of service	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1 Corrected on 17 NOV 2002, fax 1003-052-03 from Colombia	Repair RWY 19 PAPI. ACTION TAKEN: PAPI repaired. CORRECTED	Colombia	17 NOV 2002	U	State Letter sent	
AGA 101 S	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, CALI/Alfonso Bonilla Aragon	RWY 01 PAPI out of service	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1 Corrected on 17 NOV 2002, fax 1003-052-03 from Colombia	Repair RWY 19 PAPI. ACTION TAKEN: PAPI repaired. CORRECTED	Colombia	17 NOV 2002	U	State Letter sent	
AGA 102 S	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, CALI/Alfonso Bonilla Aragon	RWY and TWY markings need repainting	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Repaint RWY and TWY markings "PENDING ACTION PLAN" ACTION TAKEN: The RWY and TWY markings were repainted (Doc 2000 - 1057, 23 OCT 2003, UAEAC, Colombia) CORRECTED	Colombia	2002	U	State Letter sent	
AGA 103 S	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, SANTA FE DE BOGOTA/Eldorado	The radial at the VOR signal checking circle marking is missing	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Provide the radial at the VOR signal checking circle marking "PENDING ACTION PLAN" ACTION TAKEN: The radial at the VOR signal checking circle marking was painted (Doc 2000 - 1057, 23 OCT 2003, UAEAC, Colombia) CORRECTED	Colombia	2003	U	State Letter sent	
AGA 104 S	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, SANTA FE DE BOGOTA/Eldorado	Apron markings need repainting	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Repaint apron markings "PENDING ACTION PLAN" ACTION TAKEN: The apron markings were repainted (Doc 2000 - 1057, 23 OCT 2003, UAEAC, Colombia) CORRECTED	Colombia	2003	U	State Letter sent	
AGA 105 S	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, SAN ANDRES/Sesquicentenario	PAPI lights not calibrated	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1 Corrected on 11 DEC 2002, fax 1003-052-03 from Colombia	Calibrate PAPI lights. ACTION TAKEN: PAPI lights calibrated. CORRECTED	Colombia	11 DEC 2002	U	State Letter sent	

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA 106 S	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, SAN ANDRES/Sesquicentenario	No lights for windsocks	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Provide lights for windsocks "PENDING ACTION PLAN" ACTION TAKEN: Lights were installed according to Annex 14, Vol. I (Doc 2000 - 1057, 23 OCT 2003, UAEAC, Colombia) CORRECTED	Colombia	2002	U	State Letter sent	
AGA 107 S	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, SAN ANDRES/Sesquicentenario	40% of RWY edge lights are missing Corrected on 17 NOV 2002, fax 1003-052-03 from Colombia	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1 Corrected on 17 NOV 2002, fax 1003-052-03 from Colombia	Provide lights for RWY edge. ACTION TAKEN: Lights for RWY edge provided. CORRECTED	Colombia	17 NOV 2002	U	State Letter sent	
AGA 108 S	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, SAN ANDRES/Sesquicentenario	RWY markings need repainting	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Repint RWY markings "PENDING ACTION PLAN" CORRECTED (AEROCIVIL 2002-1272, 23 NOV 2004)	Colombia	JUN 2004	U	State Letter sent	

AGA Ecuador

AGA 313 S	Emergency (Annex 14, Vol. I, Ch. 9)	ECUADOR/CORPAQ /QUIPORT/Mariscal Sucre	There are 2 airport chiefs. One is from DAC and the other one from QUIPORT. There is no good coordination between them. There are 2 emergency plans and 2 procedures for managing the apron area	MAY 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/13 of its respective Report)	The airport operator (QUIPORT) should comply with the approved documents by DAC and submit the updated documentation for analysis and DAC's approval and keep close coordination with DAC "PENDING ACTION PLAN" ACTION TAKEN: Excellent coordination was reached. COE will be managed by the DAC Airport Chief (Doc DGAC-j-025-04, 25 JUN 2004). CORRECTED	ECUADOR/DAC/CORPAQ/QUIPORT	2004	U	State Letter sent	ICAO
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CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA 314 S	Emergency Plan - COE (Annex 14, Vol. I, Ch. 9 & Doc 9137-AN/898, Part 7)	ECUADOR/DAC/CO RPAQ/QUIPORT	MAY 2003	The DAC Chief of Airport triggers the Emergency Operations Centre COE. The COE is not well located. There is no complete view of the movement area and the remote parking positions. In addition, there is a type of dispute/competition between the 2 airport chiefs	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/14 of its respective Report)	DAC must coordinate with CORPAQ and QUIPORT and clearly define who is in charge of the Emergency Operations Centre and makes clear that everybody has to strictly follow what is approved. Good location should be provided for the COE "PENDING ACTION PLAN" ACTION TAKEN: DGAC Airport Chief is the COE president. In addition, the COE will count on a CCTV system, which allow clear vision of the movement area (Doc DGAC-j-025-04, 25 JUN 2004). CORRECTED	ECUADOR/DA C/CORPAQ/QUIPORT	2004	U	State Letter sent	ICAO
AGA 325 S	Emergency Plans (Annex 14, Vol. I, Ch. 9)	ECUADOR/DAC/CO RPAQ/QUIPORT/Quit/Mariscal Sucre	MAY 2003	October 2000 was the last time that a full-scale exercise on the airport emergency plan was carried out	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/25 of its respective Report)	DAC should urgently provide the update and to carry out a full-scale exercise with the Airport Emergency Plan "PENDING ACTION PLAN" ACTION PLAN: Emergency Plan is updated. A full exercise is planned for 21 JUL 2004 (Doc DGAC-j-025-04, 25 JUN 2004). CORRECTED (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/DA C/CORPAQ/QUIPORT	JUL 2004	U	State Letter sent	ICAO

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA Guyana											
AGA 443 S	Annex 14, Vol. I, Ch. 9	GUYANA/CAA/SYC J – TIMEHRI/Cheddi Jagan Int 1	Airport Administration has no direct control of RFF. Fire fighters skills need to be improved	JUN 2005	ICAO regular mission (02/03/JUN/2005, Recommended Action AGA/04 of its respective Report)	Make arrangements to have RFF services under direct control of airport administration. Improve fire fighters skills ACTION PLAN: Coordination is underway with Minister of Home Affairs (Doc GCAA/ICAO/5/3/2, 18 AUG 05); MOU signed on 09 NOV 06 for the provision and control of RFF at the airport CORRECTED (Doc referred to ICAO/5/31, dated 08 JAN 07)	CAA/Airport Operator	NOV 06	U		
AGA 444 S	Annex 14, Vol. I, Ch. 9	GUYANA/CAA/SYC J – TIMEHRI/Cheddi Jagan Int 1	RFF badly organized, no good working policy, no good and clear written procedures, weak Chief leadership, personnel outdated	JUN 2005	ICAO regular mission (02/03/JUN/2005, Recommended Action AGA/05 of its respective Report)	Reorganize RFF facilities, set good working policy, establish modern administration with clear written procedures, strength Chief leadership, update personnel ACTION PLAN: Being addressed in consultation with the Ministry of Home Affairs (Doc GCAA/ICAO/5/3/2, 28 SEP 05); MOU signed on 09 NOV 06 for the provision and control of RFF at the airport CORRECTED (Doc referred to ICAO/5/31, dated 08 JAN 07)	CAA/Airport Operator	NOV 06	U		

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA 445 S Annex 14, Vol. I, Ch. 9	GUYANA/CAA/SYC J – TIMEHRI/Cheddi Jagan Int 1	Bad condition and insufficient number of protective clothing equipments for the fire fighters	JUN 2005	ICAO regular mission (02/03/JUN/2005, Recommended Action AGA/06 of its respective Report)	Provide new, adequate, complete and sufficient protective clothing equipments for the fire fighters ACTION PLAN: Being addressed in consultation with the Ministry of Home Affairs (Doc GCAA/ICAO/5/3/2, 28 SEP 05); MOU signed on 09 NOV 06 for the provision and control of RFF at the airport CORRECTED (Doc referred to ICAO/5/31, dated 08 JAN 07)	CAA/Airport Operator	NOV 06	U			
AGA 251 S	Emergency plans (Annex 14, Vol. I, Ch. 9.1 and Doc 9137-AN/898, Part 7)	Guyana/TIMEHRI/Cheddi Jagan Int 1 Airport	The emergency plan is not updated and no exercise has been done in the last 2 years	NOV 2002	Detected during mission conducted by ICAO Secretariat	Run exercise with old emergency plan until the new one become available "PENDING ACTION PLAN" ACTION PLAN: Full Scale Emergency Drill to be conducted at CJIA during the 1st. Quarter 2004 (Doc GCAA-ICAO/5/312, 20 FEB 2004). Emergency plan would be updated and approved on 25 June 2004 (Doc ICAO/5/3/1, 22 JUN 2004) CORRECTED	Guyana	SEP 2004	U	State Letter sent	ICAO

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA 245 S	Emergency Plans (Annex 14, Vol. I, Par. 9.1 and Doc 9137-AN/898, Part 7)	Guyana/All international aerodromes	No updated and no practices on emergency plans	NOV 2002	Detected during mission conducted by ICAO Secretariat	Update emergency plans. Practice with old plans while the new plans become available "PENDING ACTION PLAN" ACTION PLAN: The updating of the emergency plans has been completed, testing has not yet been effected (Doc GCAA-ICAO/5/312, 20 FEB 2004) Exercise scheduled for AUG 2004 (Doc ICAO/5/3/1, 22 JUN 2004) CORRECTED (Doc referred to ICAO/5/3/1, dated 08 Jan 07)	Guyana	NOV 06	U	State Letter sent	ICAO
AGA 250 S	Physical characteristics (Annex 14, Vol. I, Ch. 3)	Guyana/TIMEHRI/Ch eddi Jagan Int'l Airport	The distance between RWY and the TWY centerlines is 125 m. Minimum separation required for instrument RWYs and aerodrome code reference 4D is 176 m	NOV 2002	Detected during mission conducted by ICAO Secretariat	Before starting the operation of RWY 06 as CAT I, run aeronautical studies in order to comply with the paragraph 3.8.7 of Annex 14, Vol. I "PENDING ACTION PLAN" ACTION PLAN: Aircraft must therefore, not be located to operate or park on taxiway Charlie while other aircraft are landing or taking off from RWY 06/24 (Doc GCAA-ICAO/5/312, 20 FEB 2004) ACTION TAKEN: ATC procedure instituted to avoid aircraft parking or taxing on TWY C while RWY 06 is operating at CAT I (Doc ICAO/5/3/1, 22 JUN 2004) CORRECTED	Guyana	2004	U	State Letter sent	ICAO

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
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AGA Panama

AGA	367 S	Emergency/RFF (Annex 14, Vol. I, Ch. 9)	PANAMA/DGAC/Tocumén	There is one ambulance but only the rear door could be open. The lateral door was completed locked without any chance to be open. There are 2 technicians per shift for first aids. However, they are part of their respective fire fighters shifts. There are 47 fire fighters (1 chief, 3 officers and 3 shifts with 10 fire fighters each one). From these 47 fire fighters, 16 help another national airport (1 officer and 3 shifts with 5 fire fighters each one)	MAY 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/34 of its respective Report)	Urgently, re-structure the emergency services. Recuperate the ambulance and, if necessary, provide a new one and allocate the necessary number of fire fighters in order to comply with the ICAO SARPs and to provide the necessary safety. "PENDING ACTION PLAN" ACTION TAKEN: The ambulance was recuperated and it is on service- Starting in MAR 2004, a contract was signed with a private ambulance services to give support to the airport needs (Doc 134/PAN/03/902). CORRECTED	PANAMA/DGA	MAR 2004	U	State Letter sent	ICAO
AGA	368 S	Emergency/RFF (Annex 14, Vol. I, Ch. 9)	PANAMA/DGAC/Tocumén	The deposits of extinguishing agents have old pieces of rug, old furniture and other types of material. If someone needs to grab the agents, he/she must pass over this material	MAY 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/35 of its respective Report)	Urgently, provide the cleanness of the deposits leaving inside only the extinguishing agents with free access "PENDING ACTION PLAN" ACTION TAKEN: Deposits cleanness totally done. Total recuperation of the fire fighters installations (Doc 134/PAN/03/902). CORRECTED	PANAMA/DGA	JUN 2004	U	State Letter sent	ICAO

CORRECTED DEFICIENCIES

GREPECAS/14
WP/16
APPENDIX C

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA 365 S RFF (Anexo 14, Vol. I, Ch. 9)	PANAMA/DGAC/Tocumén	The RFF chief did not know that Tocumén Airport should be RFF Category 9, as it recommends the Regional ANP (B-747 is the critical aircraft). As a team leader, the RFF chief didn't exercise his leadership. He was not updated with RFF SARPs and he was not able to answer questions related to his job. The personnel was not motivated.	MAY 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/32 of its respective Report)	Urgently, strength the RFF chief leadership. Make arrangements in order to have the RFF personnel motivated and updated with the basic information on the ICAO SARPs on RFF services "PENDING ACTION PLAN" ACTION TAKEN: New RFF authorities were assigned. ICAO Technical Cooperation provided training for supervisors and instructors. Airport CAT 10 (Doc 134/PAN/03/902). CORRECTED	PANAMA/DGA C	MAR 2004	U	State Letter sent	ICAO	
AGA 366 S RFF (Annex 14, Vol. I, Ch. 9 & Doc 9137-AN/898, Part 7)	PANAMA/DGAC/Tocumén	The fire fighters shift is 24 h (rest of 48 h). At the moment of the inspection, only one person was on duty. The other fire fighters, including the chief, were practicing sports. It took some minutes to have them at the parking area for a talk. Suddenly, the alarm was activated and it took 55 s just to move the trucks out of the parking area. If one accident occurs at the 23rd hour of their shift, they will not be able to react to the needs accordingly	MAY 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/33 of its respective Report)	In sake of safety, urgently study the reorganization of the RFF personnel according to the airport needs. The personnel should be trained and, besides knowing their duty, they should be aware of the requirements of the ICAO SARPs on RFF services "PENDING ACTION PLAN" ACTION TAKEN: Beginning in 01 JAN 2004, fire fighters shift changed to 8 h with 10/11 fire fighters/shift and 20 professionals were incorporated. Seven seminars/courses were carried out in 2003 in different areas related to Safety (Doc 134/PAN/03/902). CORRECTED	PANAMA/DGA C	JAN 2004	U	State Letter sent	ICAO	

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results	
AGA 23 S	Visual aids (Annex 14, Vol. I, Ch. 5)	Panama/Tocumen	Vasis system out of service	12/2000	IATA/e-mail sent to SAM Office in December 7, 2000. IATA Report Corrected in 16 OCT 2001, fax DAC-1039-NA from Panama	To install a PAPI system. ACTION TAKEN: PAPI installed. CORRECTED	Panama	OCT 2001	U	Corrected		
AGA Paraguay												
AGA 64 S	Obstacles (Annex 14, Vol. I, Chap. 4)	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	Open trench (0.60 m wide & 0.75 m deep) and cable boxes of concrete open near the 20 end	Sep-2001	Detected during mission conducted by ICAO Secretariat Planned for 2003, fax letter 22 NOV 2002 from Paraguay	Cover or eliminate objects from the RWY strip. ACTION TAKEN: To be done by the aerodrome administration, depending upon availability of resources CORRECTED	Paraguay	2003	U	State Letter sent		
AGA Peru												
AGA 384 S	Annex 14, Vol. I, Sec. 8.7	PERU/DGAC/CORPA C/LAP/Jorge Chávez	Pieces of rock on the RWY 33 RESA	MAY 2004	ICAO regular mission (17-18 MAY 2004, Recommended Action AGA/17 of its respective Report)	Remove the pieces of rock from RWY 33 RESA "PENDING ACTION PLAN" CORRECTED (OF. 1659-2004-MTC/12.05, 02 NOV 2004)	DGAC/CORPAC /LAP	2004	U	State Letter sent	ICAO	
AGA 385 S	Annex 14, Vol. I, Sec. 9.4	PERU/DGAC/LAP/Jo rge Chávez	FOD on apron surface	MAY 2004	ICAO regular mission (17-18 MAY 2004, Recommended Action AGA/18 of its respective Report)	Maintain apron free of FOD "PENDING ACTION PLAN" CORRECTED (OF. 1659-2004-MTC/12.05, 02 NOV 2004)	LAP	2004	U	State Letter sent	ICAO	
AGA 68 S	Obstacles (Annex 14, Vol. I, Chap. 4)	Peru, LIMA-CALLAO/Jorge Chávez Intl.	Pieces of rock, open trenches for cable installation and boxes of concrete at stopway zone of the 33 end	Nov-2001	Detected during mission conducted by ICAO Secretariat Corrected, letter No. 1284-2002-MTC/12.06 from Peru	ACTION TAKEN: Removed pieces of rock, closed the open trenches and the boxes of concrete were levelled with the soil surface CORRECTED	Peru	25 OCT 2002	U	State Letter sent		

CORRECTED DEFICIENCIES

GREPECAS/14
WP/16
APPENDIX C

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA 72 S	Rescue and Fire Fighting Service (Annex 14, Vol. I, Chap. 9)	Peru, LIMA-CALLAO/Jorge Chávez Intl.	There is a door at the parking area of the fire-fighting trucks	Nov-2001	Detected during mission conducted by ICAO Secretariat Corrected, letter 1284-2002-MTC/12.06 from Peru	Maintain the fire-fighting trucks ready to leave without any type of door or obstacle. ACTION TAKEN: New and lighter doors installed - Response time adequate	Peru	25 OCT 2002	U	State Letter sent	

AGA Uruguay

AGA 258 S	Emergency Plans (Annex 14, Vol. I, Ch. 9 & Doc 9137-AN/898)	Uruguay/DINACIA/IntNo-compliance with the periods for full-scale/partial exercises	March 2004	ICAO Regular Mission (05/06 AUG 2003 - Recommended Action AGA/02 of its respective Report)	Comply with the periods recommended for full-scale/partial exercises "PENDING ACTION PLAN" ACTION PLAN: Planning approved for full exercise in DEC 2004 (Fax 075/04, 21 SEP 2004, from DINACIA) CORRECTED (DINACIA Fax 003/05, 04 JAN 2005)	Uruguay/DINAC	DEC 2004	U	State Letter sent	ICAO	
AGA 25 S	Visual aids (Annex 14, Vol. I, Ch. 5)	Uruguay, MONTEVIDEO/Carra sco Aerodrome	No PAPI at RWY 24	1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997 and ICAO Regular Misión (05/06/AGO/2003) - AGA/17 Recommendation of the respective Report	Implement the facility "PENDING ACTION PLAN" ACTION PLAN: Installation scheduled for 20 AUG 05 ((Doc 055/05, 17 AUG 05) CORRECTED (Fax 033/06, dated 26 June 2006, from DINACIA)	Uruguay	AUG 05	U	State Letter sent	ICAO Regional Office

AGA Venezuela

AGA 419 S	Annex 14, Vol. I, Ch. 10	VENEZUELA/INAC/TFOD such as papers, plastic, plastic bottles, metals pens, coarse aggregates on the TWYs and aprons surface	AAIM	DEC 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/31 of its respective Report)	Eliminate FOD from the TWYs and aprons surfaces "PENDING ACTION PLAN" CORRECTED (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05)	INAC/IAAIM	FEB 05	U		
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CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA 422 S	Annex 14, Vol. I, Ch. 10	VENEZUELA/INAC/IAAIM	Unfinished construction work on the apron without adequate signalling	DEC 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/34 of its respective Report)	Provide adequate signalling for unfinished construction work in the apron "PENDING ACTION PLAN" CORRECTED (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05)	INAC/IAAIM	FEB 05	U		
AGA 415 S	Annex 14, Vol. I, Ch. 4 & 6	VENEZUELA/INAC/IAAIM	Great number of obstacles: hills, buildings, antennas, etc	DEC 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/27 of its respective Report)	Identify all the obstacles and publish them in the obstacle plans in the Venezuelan AIP "PENDING ACTION PLAN" ACTION PLAN: Sheduled topographic survey, identification, location and publication in AIP- Venezuela (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) CORRECTED	INAC/IAAIM	30 OCT 05	U		
AGA 413 S	Annex 14, Vol. I, Ch. 9	VENEZUELA/INAC/IAAIM	No good installations for COE. System for triggering the COE is not adequate	DEC 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/25 of its respective Report)	Provide installations for the COE, keeping one person responsible for triggering the COE "PENDING ACTION PLAN" ACTION PLAN: Scheduled new installations and designation of a responsible H24 (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) CORRECTED (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	30 NOV 06	U		

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AGA 414 S	Annex 14, Vol. I, Ch. 9	VENEZUELA/INAC/ Only 8 old protective closing equipments	DEC 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/26 of its respective Report)	Provide new and adequate number of protective closing equipments "PENDING ACTION PLAN" ACTION PLAN: New and adequate protective closing equipments will be acquired (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) CORRECTED (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	30 OCT 06	U			
AGA 416 S	Annex 14, Vol. I, Ch. 9	VENEZUELA/INAC/ Risks of bird strikes. Many birds at/on the airport	DEC 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/28 of its respective Report)	Create Apt. Coord. Comm. on Bird/wildlife Hazard Prevention. Work hard for reduction/ control of birds "PENDING ACTION PLAN" ACTION PLAN: Committee will be created and equipments for dispersing birds will be acquired (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) CORRECTED (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	28 APR 05	U			
AGA 403 S	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/ TWY holding position marking for Margarita RWY 27	DEC 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/15 of its respective Report)	Provide RWY holding position marking for RWY 27 "PENDING ACTION PLAN" ACTION PLAN: Painting planned (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) CORRECTED (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	31 DEC 06	U			

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification			Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results	
ATM Antigua and Barbuda/Antigua v Barbuda												
ATM 17 C	Use of the aeronautical phraseology	Antigua and Barbuda	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Corrected.	CAA OECS	08/2003	U			
ATM Aruba												
ATM 35 C	Use of the aeronautical phraseology	Aruba	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Corrected	CAA Aruba	09/2003	U			
ATM Barbados												
ATM 19 C	Use of the aeronautical phraseology	Barbados	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Corrected	CAA Barbados	05/2003	U			
ATM CAR/SAM												
ATM 46 C	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	This problem exists both in CAR and SAM Regions	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	Only 2 CAR States still present this deficiency. They are reported separately.	CAR/SAM States		U	SARPs effective 2008	NACC	
ATM 47 C	Use of the aeronautical phraseology	This problem exists both in CAR and SAM Regions	In general, the use of aeronautical phraseology in Spanish and English does not meet the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required. The ATM CO/4 meeting was of the opinion that, in view that this is a general aspect where all CAR/SAM States are involved, it should be deleted and the attention should be centered on States/Territories/International Organizations presenting this deficiency.	CAR/SAM States		U	SIPs for Central America in 2003 and for Caribbean ongoing	NACC	

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification			Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results	
ATM Cayman Islands/Islas Caimanes												
ATM 36 C	Use of the aeronautical phraseology	Cayman Islands	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Corrected	CAA Cayman Islands	2002	U			
ATM COCESNA												
ATM 14 C	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	COCESNA	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	Oct. 95	GREPECAS/5	Corrected	COCESNA	2005	U			
ATM 43 C	Use of the aeronautical phraseology	COCESNA	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Corrected	COCESNA	2003	U			
ATM Costa Rica												
ATM 6 C	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Costa Rica	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	10/95	GREPECAS/5	Corrected	CAA Costa Rica	06/2003	U			
ATM 21 C	Use of the aeronautical phraseology	Costa Rica	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Corrected	CAA Costa Rica	2003	U			
ATM Cuba												
ATM 7 C	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Cuba	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	10/95	Proficiency in the English language is required to take controller training courses. Specialized English courses are also provided to existing personnel when deficiencies are detected	Corrected	CAA Cuba	2002	U			

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
ATM Dominican Republic/República Dominicana											
ATM 13 C	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Dominican Republic	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	Oct. 95	GREPECAS/5	Corrected	CAA Dominican Republic	2002	U		
ATM French Antilles/Antillas Francesas											
ATM 16 C	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	French Antilles	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	Oct. 95	GREPECAS/5	Corrected	CAA French Antilles	2000	U		
ATM Guatemala											
ATM 2 C	Provision of air traffic control service CAR/SAM/3 Rec. 5/33	Guatemala	Some segments of ATS routes of the FIR do not count yet with ATS at the required levels.	Sept./94	GREPECAS/4, Report IATA Conc. 4/10, Appendix 5	Provide ATS and improve VHF COM in the area in question. Corrected	CAA Guatemala	2005	U	IATA will carry out a survey on this deficiency.	NACC/IATA
ATM Haiti											
ATM 15 C	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Haiti	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	Oct. 95	GREPECAS/5	Corrected	CAA Haiti	2002	U		
ATM 27 C	Use of the aeronautical phraseology	Haiti	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Corrected.	OFNAC Haiti	2003	U	SIPs for Central America in 2003 and for Caribbean ongoing	NACC
ATM Honduras											
ATM 3 C	Provision of air traffic control service CAR/SAM/3 Rec. 5/33	Honduras	Some segments of ATS routes of the FIR do not count yet with ATS at the required levels.	Sept./94	GREPECAS/4, Report IATA Conc. 4/10, Appendix 5	Provide ATS and improve VHF COM in the area in question. Corrected	CAA Honduras	2005	U	IATA will carry out a survey on this deficiency.	NACC/IATA

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification			Deficiencies		Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
ATM Jamaica											
ATM 29 C	Use of the aeronautical phraseology	Jamaica	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Corrected	CAA Jamaica	05/2003	U		
ATM Mexico											
ATM 11 C	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Mexico	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	Oct. 95	In 1998, Mexico instituted a programme to review and update the study programme for air traffic controllers and therefore, requires from candidates a certificate of English proficiency at an advanced level of 80%. The ATS providing agency has established a programme to encourage ATS personnel to improve their level of English through advanced courses at recognised institutions, offering the possibility of covering the cost of said courses	Corrected	CAA Mexico	09/2003	U		
ATM 30 C	Use of the aeronautical phraseology	Mexico	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	Although no document has been approved containing a standard phraseology for adoption by the States in the Region, Mexico has developed a Manual on Aeronautical Phraseology for use by ATS personnel and pilots. This document is constantly being reviewed.	Corrected	CAA Mexico / SENEAM	2003	U		
ATM Netherlands Antilles/Antillas Neerlandesas											
ATM 44 C	Curaçao ACC Air/Ground Communications in order to give the Area Control Services	Netherlands Antilles Curaçao FIR	IATA Reports indicated difficulties to communicate in VHF with the Curaçao ACC in the NW part of the Curaçao FIR during RNAV trials in the CAR/SAM Regions	May 2001	Second Meeting/Workshop of ATM Authorities and Planners Lima, May 2001	Corrected	DCA Netherlands Antilles	2003	U		
ATM 38 C	Use of the aeronautical phraseology	Netherlands Antilles	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Corrected	CAA Netherlands Antilles	2003	U		

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
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ATM Saint Vincent and the G./San Vicente y las Granadinas
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ATM	22 C	Use of the aeronautical phraseology	Saint Vincent and the Grenadines	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Corrected	CAA OECS	2003	U
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CORRECTED DEFICIENCIES

GREPECAS/14
WP/16
APPENDIX C

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results

ATM Argentina

ATM	12 S	Use of the aeronautical phraseology	Argentina	In general, the use of aeronautical phraseology in Spanish and English 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	The Argentinean administration emphasized training to ATCOs on the correct use of ICAO aeronautical phraseology. The verification of the correct use was initiated through tapes listening, and also a high level of non-compliance by crews was also detected. A training, improvement and continuous updating plan (PC PAC) has been implemented.	CRA Argentina	Corrected	U	
Corrected											

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results

ATM Bolivia

ATM	2 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35.	Bolivia	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	Through Note NAV/AER/702/02 DGAC-0-1-1876 dated 12 November 2002, Bolivia informed that: 1) At the end of 2001 and beginning of 2002, two ATS procedures courses were held in English language, for ATCOs carried out by FAA instructors. 2) During 2002, two courses were carried out for ATCOs, with emphasis in English language phraseology. 3) The requisites for new a ATCOs is maintained, English knowledge and test, as of 2002. 4) CAD informed AASANA on the audits to ATS units, as of November 2003 and instructed ATCOs in English language. 5) AASANA is aware of ICAO requirements for 2008 in the English language.	CAD Bolivia	Corrected	U		
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CORRECTED DEFICIENCIES

GREPECAS/14
WP/16
APPENDIX C

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

Identification		Deficiencies			Corrective Action			ASB Action			
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ATM 13 S	Use of the aeronautical phraseology	Bolivia	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.	Through note NAV/AER/702/02 DGAC-0-1-1876 dated 12 November 2002, Bolivia informed that: 1) Aeronautical phraseology included in Doc 4444, last edition 2001, was disseminated to all ATS untis personnel, with recommendations for its appropriate use to persons in charge of the supervision. 2) Supervisors and persons in charge are monitoring on a permanent basis on the use of aeronautical phraseology. 3) The refreshment courses provided at the INAC, include the use of the aeronautical phraseology and place special emphasis on ATS personnel training. Corrected	CAD Bolivia	Corrected	U		

CORRECTED DEFICIENCIES

GREPECAS/14
WP/16
APPENDIX C

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
ATM Brazil/Brasil											
ATM	3 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Brazil/Brasil	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	Through MSSGE No. 198/CECATI/2002-30 August 2002, Brazil informed that improvement courses are being provided to ATCOs in the operational units, with the aim to improve English language fluently. The English language competence is being verified, taking as a basis the new regulations of ICAO Annex 1 on this matter. At the same time, refreshing courses are being provided to ATC personnel.	CERNAI Brazil	Corrected		U
ATM	14 S	Use of the aeronautical phraseology	Brazil/Brasil	In general, the use of aeronautical phraseology in English 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.	1) Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units.	CERNAI Brazil	Corrected		U

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
ATM CAR/SAM											
ATM 28 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	This problem exists both in CAR and SAM Regions	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.	Oct/1995	GREPECAS/5	a) After the effective date of Amendment to Annex 1, which establishes that the English level required for ATC personnel, the States/Territories/International Organizations, should evaluate the personnel of their ATC units and further provide information regarding the deviation level required in the box "Remarks". b) In order to reach and maintain the English language level required, the States/Territories/International Organizations shall establish a permanent and continuous training plan of ATC units, which contemplates the follow-up of the improvements of personnel of ATC units and shall implement in the same, the ATS quality assurance programme. c) The States/Territories/International Organizations shall demand the personnel who works in ATC units, the English language knowledge to be required by ICAO Annex 1.	CAR/SAM States	Corrected	U	SARPs effective 2008	SAM/IATA
ATM 29 S	Use of the aeronautical phraseology	This problem exists both in CAR and SAM Regions	In general, the use of aeronautical phraseology in Spanish and English does not meet the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAR/SAM States	Corrected	U	Ongoing	SAM

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
ATM Chile											
ATM 4 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Chile	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.	Oct/1995	GREPECAS/5	By letter dated 7 May 2002, received by SAM RO, the Chile CAD informed that there is an improvement programme for the English language for ATCOs. The first state of the programme will cover 98 ATCs from the most important ATS units who use language. The second stage, 2003, shall cover the rest of the ATS units. (2004: through letter No. 04/3/915 of September 2004, air traffic services in Chile are certified as per ISO 9001:2000 standard, which contains the necessary procedures to keep quality assurance on this matter).	CAD Chile	Corrected	U		
ATM 16 S	Use of the aeronautical phraseology	Chile	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.	Aeronautical phraseology will have to be widely disseminated so it may be studied, learnt and well applied by ATCOs. (2004: through letter No. 04/3/915 of September 2004, air traffic services in Chile are certified as per ISO 9001:2000 standard, which contains the necessary procedures to keep quality assurance on this matter).	CAD Chile	Corrected	U	Ongoing	SAM

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
ATM Colombia											
ATM 9 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Colombia	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.	Oct/1995	GREPECAS/5	Through Note 1003-52-03-A dated 17 February 2003, in reply to letter LT 1/19-SA985 dated 27 December 2002, the Colombian Administration has established a minimum level of English knowledge to access technical courses of the CEA, especially for ATC/AIS/COM/MET personnel, firemen, and electronics. A permanent training programme of grammar and technical English supports this. (Mission 2003: has a training programme which establishes a regular programme of refreshing courses for ATCOs).	UAEAC Colombia	Corrected	U		
ATM 15 S	Use of the aeronautical phraseology	Colombia	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.	1) Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units. (Mission 2003: has a training programme which establishes a regular programme of refreshing courses for ATCOs).	UAEAC Colombia	Corrected	U	Ongoing	SAM

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
ATM Ecuador											
ATM 17 S	Use of the aeronautical phraseology	Ecuador	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.	1) Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units. (Mission 2003: the State is encouraged to continue with training plan).	CAD Ecuador	Corrected	U	Ongoing.	SAM
ATM French Guiana/Guyana Francesa											
ATM 8 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	French Guyana/Guyana Francesa	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.	Oct/1995	a) After the effective date of Amendment to Annex 1, which establishes that the English level required for ATC personnel, the States/Territories/International Organizations, should evaluate the personnel of their ATC units and further provide information regarding the deviation level required in the box "Remarks". b) In order to reach and maintain the English language level required, the States/Territories/International Organizations shall establish a permanent and continuous training plan of ATC units, which contemplates the follow-up of the improvements of personnel of ATC units and shall implement in the same, the ATS quality assurance programme. c) The States/Territories/International Organizations shall demand the personnel who works in ATC units, the English language knowledge to be required by ICAO Annex 1.	There is a National Programme in place that consists of the following: 1) Define the minimum average English proficiency level; 2) Assess the level of each ATC controller and after, 3) Definition of an English language programme in three areas: a) Phraseology, b) Aeronautical English, and c) General English (25th E/CAR IWG Meeting, May 2001).	CAD French Guyana	Corrected	U		

CORRECTED DEFICIENCIES

GREPECAS/14
WP/16
APPENDIX C

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
ATM 18 S	Use of the aeronautical phraseology	French Guyana/Guyana Francesa	In general, the use of aeronautical phraseology in Spanish and English does not meet the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	Continuous training and supervision in the use of aeronautical phraseology is required.	The national phraseology (English and French) has been reviewed by a Working Group in France. The result is the publication of a new official phraseology (English and French); this phraseology has been distributed to each ATC who has received complementary training (E-CAR/SAM-NE ICG/2 Dic 2003).	CAD French Guyana	Corrected	U		

ATM Guyana

ATM 26 S	Provision of air traffic control service CAR/SAM/3, Rec 5/33	Guyana	Due to air traffic volume at Georgetown FIR area control provision is required	NA	Finalized	The ICAO SAM Regional Office, through a Technical Cooperation project, assisted Guyana in the implementation of the Georgetown ACC, implemented on 21 March 2002.	CAA Guyana	Corrected	U		Corrected
ATM 19 S	Use of the aeronautical phraseology	Guyana	In general, the use of aeronautical phraseology in Spanish and English 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.	1) Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units.	CAD Guyana	Corrected	U		

ATM Panama

ATM 6 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Panama	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.	Oct/1995	GREPECAS/5	Through Note DAC-1038-NA dated 24 December 2002, the Panamanian administration has established through its Human Factors Office, the English language as a second language, within the ATCOs profile. (Mission 2003 programme continues to be applied as a permanent measure).	CAD Panama	Corrected	U		
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CORRECTED DEFICIENCIES

GREPECAS/14
WP/16
APPENDIX C

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
ATM 20 S	Use of the aeronautical phraseology Panama	In general, the use of aeronautical phraseology in Spanish and English 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.	Through DAC-1038-NA dated 24 December 2002, the Panamanian administration informed that they will implement in 2003 the quality assurance programme, in which, among other things, an intensive monitoring programme on the English language and aeronautical phraseology will be developed through a continuous review of the ATC voice recording. Mission 2003 programme continues to be applied as a permanent measure).	CAD Panama	Corrected	U			

ATM Peru

ATM 7 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35 Peru	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.	Oct/1995	GREPECAS/5	Through Note G.G.985.2002 dated 7 October 2002, the Peruvian administration has informed that the programme established to reach de advanced English language level. The personnel that reaches an advanced level will participate in permanent conversation workshops. (Mission 2003: Programme continues to be applied).	CAD Peru	Corrected	U			
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CORRECTED DEFICIENCIES

GREPECAS/14
WP/16
APPENDIX C

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
ATM 22 S	Use of the aeronautical phraseology	Peru	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.	1) Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units. (Mission 2003: Programme continues to be applied).	CAD Peru	Corrected	U		

ATM Suriname

ATM 24 S	Use of the aeronautical phraseology	Suriname	In general, the use of aeronautical phraseology in 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.	1) Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units. 3) During mission carried out 2004, of plan mentioned in 1) continued.	CAD Suriname	Corrected	U	Ongoing.	SAM
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CORRECTED DEFICIENCIES

GREPECAS/14
WP/16
APPENDIX C

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
CNS Bahamas											
CNS 31 C	Radio navigation Aids (Table CNS 3) - VOR	Bahamas, Nassau, Nassau Intl.	VOR is regularly out of service.	Sept. 2000	- IATA report Sept. 2000 - ICAO Visit, Oct. 2000 - IFALPA Meeting, Nov. 2000	Corrected.	Bahamas	2002	U		
CNS Mexico											
CNS 55 C	HF/AMS-voice. Mobile Aeronautical Service plan (CNS2A and CNS2B Tables). Merida ACC	Mobile Mexico	Low availability (80%) of the Mexico Radio HF/AMS voice communications, installed in Merida due that the HF and SELCAL equipment are obsolete	01/2002	RO/ATM mission	Mexico completed final tests of the new HF/AMS and SELCAL equipment are being carried out. Corregida	Mexico	06/2005	U	State letter to be sent	

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
CNS Brazil/Brasil											
CNS 13 S	Aeronautical Mobile Service Plan. Table CNS 1A. Lack of VHF communications coverage in the Manaus, Porto Velho and Recife FIRs	Brazil/Brasil	Due to the lack of VHF coverage in some segments of ATS routes crossing the Manaus, Porto Velho and Recife FIRs, ATS is not yet provided in the required level.	09/1994	GREPECAS Conclusion 4/10. IATA Report	Corrected	Brazil CAA	December 200	U		Fixed
CNS 12 S	Aeronautical mobile service plan. Table CNS 1A. Lack of HF communications coverage in the Brasilia FIR, Oceanic Sector	Brazil/Brasil	Deficiencies in the HF communications have been identified in the oceanic part of the Brasilia FIR	09/1994	GREPECAS/4. IATA Report.	Corrected	Brazil CAA	Junio 2002	U		Fixed

CORRECTED DEFICIENCIES

GREPECAS/14
WP/16
APPENDIX C

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

Identification		Deficiencies			Corrective Action			ASB Action					
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results		
MET Dominican Republic/República Dominicana													
MET	1 C	CAR/SAM ANP requirements, Part VI, para. 6 and Annex 3 provision, Chapter 7, para. 7.2.1.	Dominican Republic	There is no follow-up on local procedures for issuance of SIGMETs.	22/05/96	CAR/SAM ANP requirements, Part VI, par. 6 and availability of Annex 3, Chapter 7, par. 7.2.1	Corrected	States	2005	U	ICAO SIP Project. Ongoing	NACC	SIP Meeting in 4th quarter. Then need to verify
MET Honduras													
MET	3 C	CAR/SAM ANP requirements, Part VI, para. 6 and Annex 3 provision, Chapter 7, para. 7.2.1.	Honduras	There is no follow-up on local procedures for issuance of SIGMETs.	22/05/96	MWOs should review the local procedures for the issuance of SIGMETs and control of its issuance on a periodical basis.	Corrected	State	2002	U			

CORRECTED DEFICIENCIES

GREPECAS/14
WP/16
APPENDIX C

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
MET Argentina											
MET 24 S	SIGMET information (Annex 3, Chapter 7, Standard 7.1.1)	Argentina / Meteorological watch offices (MWOs)	Not all SIGMET messages are prepared based on the procedures established by ICAO.	06/2000	a) Implement the SIGMET SIP recommendations for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	CORRECTED	National Meteorological Service	March 2001	U		
MET Brasil											
MET 73 S	Notify the RVR for CAR III operations [Annex 3, Chap 4, Standards: 4.6.3.1 and 4.6.3.4 c)]	Brazil, Runway visual range	The RVR of SBCT have not been implemented	28/11/05	Plan RVR acquisition	The RVR SBCT has already been implemented. CORRECTED	DECEA	2005	U		
MET Chile											
MET 55 S	Exchange of special AIREPs (Annex 3, Chap 5, Standard. 5.9)	Chile / ATS dependencies	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.		Review the ATS/MET letter of agreement and make a follow-up to ensure its compliance.	CORRECTED	DGAC	December 200	U		
MET 26 S	SIGMET information (Annex 3, Chapter 7, Standard 7.1.1)	Chile / Meteorological watch offices (MWOs)	Not all SIGMET messages are prepared based on the procedures established by ICAO.	06/2000	a) Implement the SIGMET SIP recommendations for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	CORRECTED	DGAC	December 200	U		
MET Colombia											
MET 2 S	Relay of air-reports by ATS units (Annex 3, Chapter 5, Standard 5.8)	Colombia / ATS Dependencies	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	22/06/96	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	CORRECTED	UAEAC	TBD	U		

CORRECTED DEFICIENCIES

GREPECAS/14
WP/16
APPENDIX C

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
MET 25 S	SIGMET information (Annex 3, Chapter 7, Standard 7.1.1)	Colombia / Meteorological watch offices (MWOs) of Bogotá	Not all SIGMET messages are prepared based on the procedures established by ICAO.	06/2000	a) Implement the SIGMET SIP recommendations for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	a) In consultancy process, through TDA, through which alternatives for the solution to this problems are expected; and b) the organization of the Meteorological Services is being carried out in Aerocivil Colombia. CORRECTED	UAEAC				U
MET Ecuador											
MET 3 S	Relay of air-reports by ATS units (Annex 3, Chapter 5, Standard 5.8)	Ecuador / ATS dependencies	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	22/06/96	Review the ATS/MET letter of agreement and make a follow-up to ensure its compliance.	CORRECTED					U
MET 27 S	SIGMET information (Annex 3, Chapter 7, Standard 7.1.1)	Ecuador / Meteorological watch office (MWO) of Guayaquil	Not all SIGMET messages are prepared based on the procedures established by ICAO.	06/2000	a) Implement the SIGMET SIP recommendations for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	CORRECTED	DGAC	2002			U
MET Panama											
MET 5 S	Exchange of special AIREPs (Annex 3, Chapter 5, Standard 5.9)	Panama / ATS Dependencies	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	22/06/96	Review ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	CORRECTED	DAC	Dec 2004			U
MET 57 S	Relay of air-reports by ATS units (Annex 3, Chap 5, Standard. 5.8)	Panama ATS dependency	ATS dependencies do not relay regularly all the special AIREPs to the MET dependencies	Sep. 2003	Review the ATS letter of agreement and follow-up to the compliance of same	Emphasis to the ATS/MET personnel to comply with this requirement. They will initiate a programme to regulate the AIREPs retransmission CORRECTED	CAA	Dec. 2004			U
MET Paraguay											
MET 6 S	Relay of air-reports by ATS units (Annex 3, Chapter 5, Standard 5.8)	Paraguay / ATS Dependencies	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	22/06/96	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	ATS/MET coordination has been reviewed (2002) CORRECTED	DINAC	Dec 2004			U

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
MET Uruguay											
MET 71 S	Clouds watch and report (Annex 3, Chap 4, Standard 4.9.3)	Uruguay, aeronautical meteorological stations	Dec 2003	Plan the acquisition of instrument systems to measure the clouds base altitude.	Coordination DINACIA/Consorcio Puerta del Sol/DNM. Clouds base measurement equipment was installed. Pending its standardization. CORRECTED	DINACIA / Consorcio Puerta del Sol / DNM	End 2006	U			
MET 60 S	Requirements for communications (Annex 3, Chap 11, Standards 11.1.1 and 11.1.2)	Uruguay CNS 1 Units	Dec. 2003	There is no communication between the aerodrome MET office and the ATS dependencies neither with the MWO and the ACC.	Establish communications. Implemented	CORRECTED DINACIA/Electronics	TBD	U			
MET Venezuela											
MET 9 S	Exchange of special AIREPs (Annex 3, Chapter 5, Standard 5.9)	Venezuela / ATS dependencies	22/06/96	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	Review ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	CORRECTED INAC, in coordination with Natl. MET Service	December 200	U			
MET 54 S	SIGMET information (Annex 3, Chap 7, Standard. 7.1.1)	Venezuela / Meteorological watch offices (MWOs) of Maiquetia	06/2000	Not all SIGMET messages are prepared based on the procedures established by ICAO.	a) Implement the SIGMET SIP recommendations for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	CORRECTED INAC in coordination with National Weather Service	June 2004	U			

CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results

SAR Bolivia

SAR	1 S	Search and Rescue Facilities CAR/SAM/3 Rec. 6/2	Bolivia SRR La Paz	RCC not implemented. Lack of SAR qualified personnel. Inadequate SAR organization	Oct 95	GREPECAS/5	Comply with CAR/SAM/3 Rec. 6/2, 6/8, 6/9, 6/10, 6/11, 6/12 and CAR/SAM/2 Rec. 7/12. Preparation of a National SAR Plan, SAR Agreements and assignment of a data provider for Cospas-Sarsat.	Bolivia CAD, AASANA and BAF	Dec 2005	U	Mission carried out	SAM
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SAR Guyana

SAR	2 S	Search and Rescue Facilities CAR/SAM/3 Rec. 6/2	SRR Georgetown	RCC not implemented. Lack of SAR qualified personnel. Inadequate SAR organization.	Oct/95	GREPECAS/5	Comply with CAR/SAM/3 Rec. 6/2, 6/8, 6/9, 6/10, 6/11, 6/12 and CAR/SAM/2 Rec. 7/12.	Guyana CAD	2004	U	AGA/ATM/CNS/AI SAM/IATA S/SAR experts Mission	
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CORRECTED DEFICIENCIES

GREPECAS/14
WP/16
APPENDIX C

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AIS Anguilla											
AIS 202 C	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Anguilla	Partial application of ICAO requirements for the production of Aerodrome obstacle chart-ICAO Type A.	06/01/94	Records/files in NACC RO; New AIP Edition (May-01)	Corrected	State	17/05/2001	U	Corrected	
AIS Antigua and Barbuda/Antigua y Barbuda											
AIS 203 C	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Antigua and Barbuda	Partial application of ICAO requirements for the production of Aerodrome obstacle chart-ICAO Type A.	06/01/94	Records/files in NACC RO; New AIP Edition (May-01)	Corrected	State	TBD	U	Corrected	
AIS Bahamas											
AIS 97 C	Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	Bahamas	Lack of highest priority for printing of AIS publications.	18/09/96	Records/files NACC RO; GREPECAS reports	Need to provide a higher priority for the printing of AIS publications	State	TBD	U	Referred to AIS/MAP/SG for further action	NACC/AIS/MA P/SG
AIS Belize/Belice											
AIS 8 C	Annex 15, Chap. 4, Para. 4.2.9; Doc. 8733, Basic ANP, Part VIII, Paras 33 to 37	Belize	Lack of regular and effective updating of the AIP Document	24/10/00	GREPECAS AIS/MAP Subgroup	Corrected	State	TBD	U	Corrected	NACC/IATA
AIS 18 C	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Belize	Timely distribution of the information through NOTAM	25/10/00	COCESNA assumes control of the NOF/CA and implement the NOTAM Data Base in CA	Corrected	State/COCESNA	27/04/2001	U	Corrected	
AIS Cayman Islands/Islas Caimanes											
AIS 19 C	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Cayman Islands	Timely distribution of the information through NOTAM	25/10/00	GREPECAS AIS/MAP Subgroup	Corrected	State	2001	U	Corrected	
AIS 32 C	Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	Cayman Islands	Implementation of the WGS-84 is on going	01/01/98	GREPECAS AIS/MAP Subgroup Survey to States	Corrected	State	2001	U	Corrected	
AIS 204 C	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Cayman Islands	Partial application of ICAO requirements for the production of Aerodrome obstacle chart-ICAO Type A.	06/01/94	Records/files in NACC RO; New AIP Edition (Jan-01)	Corrected	State	01/01/2001	U	Corrected	

CORRECTED DEFICIENCIES

GREPECAS/14
WP/16
APPENDIX C

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

Identification			Deficiencies			Corrective Action			ASB Action		
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AIS Costa Rica											
AIS 9 C	Annex 15, Chap. 4, Para. 4.2.9	Costa Rica	Lack of regular and effective updating of the AIP Document	24/10/00	GREPECAS AIS/MAP Subgroup	Corrected	State	08/12/2000	U	Corrected	
AIS 20 C	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Costa Rica	Timely distribution of the information through NOTAM	25/10/00	COCESNA assumes control of the NOF/CA and implement the NOTAM Data Base in CA	Corrected	State/COCESNA	08/12/2000	U	Corrected	
AIS 73 C	Annex 15, Chapter 4, Paras. 4.2.8 and 4.3.4., Chapter 6; Doc 8733 Basic ANP Part VIII, Paras. 45 to 49	Costa Rica	Lack of effective compliance with the AIRAC system requirement	01/11/94	Records/files NACC RO; ICAO visit December 2000	Corrected	State	2002	U	Corrected	
AIS Cuba											
AIS 205 C	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Cuba	Partial application of ICAO requirements for the production of Aerodrome obstacle chart-ICAO Type A.	06/01/94	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports.	Action Plan: Publish the ICAO Type-A aerodrome obstacle charts for those international aerodromes with air navigation obstacles pending publication.	State	End 2006	U	Referred to AIS/MAP/SG	Corrective action included in the action plan.
AIS 269 C	Doc. 8733 Basic ANP, Part VIII, Paras. 61 to 64, FASID Table AIS 7	Cuba	Lack of production of the World Aeronautical Chart ICAO 1:1000 000	01/11/94	Records/files NACC RO; GREPECAS reports	Corrected	State	2002	U	Corrected	
AIS Dominica											
AIS 206 C	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Dominica	Partial application of ICAO requirements for the production of Aerodrome obstacle chart-ICAO Type A.	06/01/94	Records/files in NACC RO; New AIP Edition (May-01)	Corrected	State	17/05/2001	U	Corrected	
AIS El Salvador											
AIS 21 C	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	El Salvador	Timely distribution of the information through NOTAM	25/10/00	COCESNA assumes control of the NOF/CA and implement the NOTAM Data Base in CA	Corrected	State/COCESNA	30/11/2000	U	Corrected	
AIS French Antilles/Antillas Francesas											
AIS 270 C	Doc. 8733 Basic ANP, Part VIII, Paras. 61 to 64, FASID Table AIS 7	French Antilles	Lack of production of the World Aeronautical Chart ICAO 1:1000 000	01/11/94	Records/files NACC RO; GREPECAS reports	Corrected	State	2003	U	Corrected	

CORRECTED DEFICIENCIES

GREPECAS/14
WP/16
APPENDIX C

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AIS Grenada/Granada											
AIS 208 C	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Grenada	Partial application of ICAO requirements for the production of Aerodrome obstacle chart-ICAO Type A.	06/01/94	Records/files in NACC RO; New AIP Edition (May-01).	Corrected	State	17/05/2001	U	Corrected	
AIS Guatemala											
AIS 22 C	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Guatemala	Timely distribution of the information through NOTAM	25/10/00	COCESNA assumes control of the NOF/CA and implement the NOTAM Data Base in CA	Corrected	State/COCESNA	28/11/2000	U	Corrected	
AIS 74 C	Annex 15, Chapter 4, Paras. 4.2.8 and 4.3.4., Chapter 6; Doc 8733 Basic ANP Part VIII, Paras. 45 to 49	Guatemala	Lack of effective compliance with the AIRAC system requirement	01/11/94	Records/files NACC RO; ICAO visit November 2000	Corrected	State	2002	U	Corrected	
AIS Haiti											
AIS 12 C	Annex 15, Chap. 4, Para. 4.2.9; Doc 8733 ANP Básico, Parte VIII, Paras 33 a 37	Haiti	Lack of regular and effective updating of the AIP Document	24/10/00	GREPECAS AIS/MAP Subgroup	Corrected	State	TBD	U	Corrected	
AIS 23 C	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Haiti	Timely distribution of the information through NOTAM	25/10/00	GREPECAS AIS/MAP Subgroup	Corrected	State	TBD	U	Corrected	
AIS 37 C	Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	Haiti	Lack of implementation of the WGS-84	01/01/98	GREPECAS AIS/MAP Subgroup Survey to States	Corrected	State	30/11/04	U	Corrected	GEN NACC
AIS 209 C	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Haiti	Partial application of ICAO requirements for the production of Aerodrome obstacle chart-ICAO Type A.	06/01/94	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports.	Corrected	State	TBD	U	Corrected.	
AIS 100 C	Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	Haiti	Lack of highest priority for printing of AIS publications.	18/09/96	Records/files NACC RO; GREPECAS reports	Corrected	State	TBD	U	Corrected	

CORRECTED DEFICIENCIES

GREPECAS/14
WP/16
APPENDIX C

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results
AIS Honduras											
AIS 24 C	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Honduras	Timely distribution of the information through NOTAM	25/10/00	COCESNA assumes control of the NOF/CA and implement the NOTAM Data Base in CA	Corrected	State/COCESNA	04/12/2000	U	Corrected	
AIS 38 C	Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	Honduras	Partial implementation of the WGS-84	01/01/98	GREPECAS AIS/MAP Subgroup Survey to States	Need to implement the WGS-84 Geodetic System	State	30/08/05	U	Corrected	
AIS Nicaragua											
AIS 27 C	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Nicaragua	Timely distribution of the information through NOTAM	25/10/00	COCESNA assumes control of the NOF/CA and implement the NOTAM Data Base in CA	Corrected	State/COCESNA	06/12/2000	U	Corrected	
AIS 274 C	Annex 15, Chapter 4, Paras. 4.2.8 and 4.3.4., Chapter 6; Doc 8733 Basic ANP Part VIII, Paras. 45 to 49	Nicaragua	Lack of effective compliance with the AIRAC system requirement	06/12/00	Records/files NACC RO; ICAO visit December 2000	Corrected	State	2004	U	Corrected	
AIS 103 C	Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	Nicaragua	Lack of highest priority for printing of AIS publications.	18/09/96	Records/files NACC RO; GREPECAS reports	Corrected	State	2004	U		
AIS Saint Kitts and Nevis/San Kitts y Nevis											
AIS 212 C	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Saint Kitts and Nevis	Partial application of ICAO requirements for the production of Aerodrome obstacle chart-ICAO Type A.	06/01/94	Records/files in NACC RO; New AIP Edition (May-01)	Corrected	State	17/05/2001	U	Corrected	
AIS Saint Lucia/Santa Lucía											
AIS 213 C	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Saint Lucia	Partial application of ICAO requirements for the production of Aerodrome obstacle chart-ICAO Type A.	06/01/94	Records/files in NACC RO; New AIP Edition (May-01)	Corrected	State	17/05/2001	U	Corrected	
AIS Saint Vincent and the G./San Vicente y las Granadinas											
AIS 214 C	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Saint Vincent and the Grenadines	Partial application of ICAO requirements for the production of Aerodrome obstacle chart-ICAO Type A.	06/01/94	Records/files in NACC RO; New AIP Edition (May-01)	Corrected	State	17/05/2001	U	Corrected	

CORRECTED DEFICIENCIES

GREPECAS/14
WP/16
APPENDIX C

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

Identification		Deficiencies			Corrective Action			ASB Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results

AIS	Trinidad and Tobago/Trinidad v Tabago
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AIS	215 C	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Trinidad and Tobago	Partial application of ICAO requirements for the production of Aerodrome obstacle chart-ICAO Type A.	06/01/94	Records/files in NACC RO; New AIP Edition (May-01)	Corrected	State	17/05/2001	U	Corrected
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CORRECTED DEFICIENCIES

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

GREPECAS/14
WP/16
APPENDIX C

Identification		Deficiencies			Corrective Action			ASB Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Comp. date	P	ASB remedial action	Executing body	Results	
AIS Guyana												
AIS 29 S	CAO Annex 15, Chapter 6; ANP (Doc. 8733) Par. 46 - 49. Sistema AIRAC.	Guyana	Need for an effective implementation of AIRAC requirements	1994	SAM RO Records.	Action plan (2004).	Indicated State	2004	U	NOT REQUIRED	SAM RO	NONE
AIS Venezuela												
AIS 33 S	ICAO Annex 15, Chapter 6; ANP (Doc. 8733) Par. 45. Sistema AIRAC.	Venezuela	Need for implementation of AIRAC requirements.	1996	SAM RO Records.	Action (2006)	Indicated State	2005	U	NOT REQUIRED	SAM RO	NONE

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered	
AGA Antigua and Barbuda/Antigua y Barbuda								
AGA 93C	Obstacles (Annex 14, Vol. I, Chap. 4, Rec. 4.2.12 & 27)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Vehicles on the public road at the east runway end are obstacles infringing on the Runway 07 take-off climb and Runway 25 approach and transitional obstacle limitation surfaces	22/07/2003	Reduce the runway declared distances or implement traffic control system on the public road. Action Plan: Reduce the runway declared distances. Relocation of the road.	Antigua and Barbuda Ministry of Aviation	2003&2004	
AGA 99C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2, 10.2.1 & 10.2.2.)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Runway pavement surface deficient at the runway ends due to aircraft turn-arounds	22/07/2003	Upgrade pavements at runway ends	Antigua and Barbuda Ministry of Aviation	12/2004	Pending the availability of funding for completion of Phase I of Master Plan.
AGA 91C	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5, 3.5.1 & Rec. 5.11)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Runway end safety areas are not provided at both runway ends: East runway end – fence, road & sea West runway end – fence & grading	22/07/2003	Provide east RESA by reducing the Runway 07 declared distances by approximately 90 m. Do not declare stopway, thereby bringing the runway strip end and RESA 60 m closer to the west runway end and prepare and grade the surface for a RESA.	Antigua and Barbuda Ministry of Aviation	12/2003	
AGA 101C	Visual Aids (Annex 14, Vol. I, Chap. 10, 10.4, 10.4.10)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Runway 07 approach lighting system reported to be 50 % serviceable	22/07/2003	Repair approach lighting system. Action Plan: Replace approach lighting system.	Antigua and Barbuda Ministry of Aviation	7/2004	Pending the availability of funding for completion of Phase I of Master Plan.
AGA Aruba								
AGA 303C	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.1 & 2 - Std. 9.2.21 and Rec. 9.2.22, 30 & 31)	Aruba, ORANJESTAD, Reina Beatrix Int'l	RFFS response time was reported to be between 2.5 and 3 minutes. Furthermore, a test alarm from the control tower resulted in a 1.5 minute delay between alarm call and RFFS response	10/06/2003	Reduce the response time by providing direct access to runway. Improve the alarm system and procedures between the control tower and the RFFS control room and test regularly. Action Plan: Remarks forwarded to Chief Fire Services for comment.	Aruba Airport Authority	TBD	
AGA 296C	Runway End Safety Area (Annex 14, Vol. I, Chap. 10, 10.2 & 10.2.1)	Aruba, ORANJESTAD, Reina Beatrix Int'l	No runway end safety areas are provided at both runway ends	10/06/2003	Provide runway end safety areas by not declaring stopways, extension and/or displacing the runway ends and reducing the runway declared distances.	Aruba Airport Authority	TBD	Compliance with the standard will have significant structural and financial implications on the infrastructure of the airport. Several factors such as land acquisition, construction in the sea and the impact here-of on the community demand extensive study to arrive at the final decisions.
AGA 297C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.10, 5.10.1, 5.10.2 & 5.10.4)	Aruba, ORANJESTAD, Reina Beatrix Int'l	The runway-holding position on the south side of the runway is provided on the GA apron. The old runway-holding position markings on Taxiways D, E and F are no longer valid.	10/06/2003	Remove the disused runway-holding position markings on Taxiways D, E and F. Action Plan: The old runway-holding position markings on taxiways D, E and F will be removed.	Aruba Airport Authority	6/2003	

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered	
AGA Barbados								
AGA 161C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.8, 5.2.8.1 & 3)	Barbados, BRIDGETOWN, Grantley Adams Intl	Taxiway centreline marking to guide aircraft turning around at the east runway end is not provided	06/10/2004	Provide turn-around guidance centreline markings at the runway end. Action Plan: The necessary drawings and funding to address this matter have been approved. Work will start shortly on this item. Completion has been scheduled for November 2004.	Barbados	11/2004	
AGA Cayman Islands/Islas Caimanes								
AGA 22C	Runway End Safety Area (Annex 14, Vol. I, 4th Edition, Chap. 3.5.1)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	No runway end safety area is provided at the eastern runway end as specified in Annex 14 Vol I, 4th Ed., Section 3.5.1	25/03/2003	Provide runway end safety areas by extending the platform or reducing the declared distances. Action Plan: Provide runway end safety area.	Cayman Islands	12/2007	Delayed implementation of airport development master plan.
AGA 12C	Runway Strip (Annex 14, Vol. I, 4th Edition, Chap. 3.4, 3.4.2)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	Runway strip length at the eastern runway end does not comply with Annex 14 Vol. I, 4th Ed., Section 3.4.2	25/03/2003	Extend the runway strip or reduce declared distances. Action Plan: Provide runway strip. Subject to airport master plan implementation date. Difference published in AIP.	Cayman Islands	12/2007	Delayed implementation of airport development master plan.
AGA Cuba								
AGA 133C	Pavement surface conditions (Annex 14, Vol. I, 4th Edition, Chap. 10.2, 10.2.1, 10.2.2, & 10.2.7)	Cuba, HABANA, José Martí International	The runway, taxiway and Terminal 1 apron surfaces are failing causing irregularities and FOD in large areas.	24/02/06	To remove FOD through continuous monitoring and to repair the pavement surfaces Action Plan: Resurfacing works of the apron of Terminal 1 are scheduled for May 2006. Minor repairs have been performed, eliminating the concerned of surface and loose materials.	ECASA	2006	
AGA 139C	Runway End Safety Area (Annex 14, Vol. I, 4th Edition, Chap. 3.5.1)	Cuba, SANTIAGO DE CUBA, Antonio Maceo	There are no runway end safety areas.	24/02/06	To provide runway end safety areas possible through the reduction of declared distances. Action Plan: The reduction in declared distance, without effecting the ILS location, threshold lights, runway end, etc., has been performed. At present the revision is being revised by IACC.	ECASA	June 2006	
AGA Dominican Republic/República Dominicana								
AGA 61C	Fencing (Annex 14, Vol. I, Chap. 9, 9.10 & 9.10.2)	Dominican Republic, SANTO DOMINGO, Las Americas Intl	Perimeter security deficient	09/02/04	Provide secure perimeter barrier. Action Plan: The perimeter barrier is being installed.	Dominican Republic	2004	
AGA 77C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2, 10.2.1, 10.2.2, 10.2.3 & 10.2.4)	Dominican Republic, SANTO DOMINGO, Las Americas Intl	Runway surface pavement irregularities and rubber deposit accumulation.	09/02/04	Remove rubber and upgrade pavements. Action Plan: Regarding the rubber removal, we are in the process of purchasing a removal machine. Regarding the pavement upgrade, we are conditioning the parallel taxiway in order to use it as a probable runway, by doing this, we will give maintenance to the runway.	Dominican Republic	2005	

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan			
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered
AGA Grenada/Granada							
AGA 126C	Fencing (Annex 14, Vol. I, Chap. 9, 9.10.1.9.10.4 & 9.10.6)	Grenada, ST. GEORGES, Point Salines Intl	Fencing incomplete around perimeter	28/01/2003	Provide complete perimeter security barrier	Grenada	04/2003
AGA 128C	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2, Rec. 9.2.32 & 33)	Grenada, ST. GEORGES, Point Salines Intl	Present staff levels are considered inadequate for Category 9 with 7 plus a supervisor reported	28/01/2003	Staff levels should be increased to 9 plus supervisor for Category 9 and 3 vehicles	Grenada	03/2003
AGA Mexico							
AGA 360C	Maintenance (Annex 14, Chap. 10, 10.1, Rec. 10.1.1)	México, MÉXICO, Lic.Benito Juárez International Airport	The centreline markings of the runway, some taxiways and aprons are deficient	27/08/2003	Re-paint the deficient markings	AICM (Mexico)	TBD
AGA 358C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10.1, 10.2.1, 10.2.2, 10.2.3 & 10.2.4)	México, MÉXICO, Lic.Benito Juárez International Airport	The runway, shoulder, taxiway and apron surfaces were observed to be deficient with irregularities and FOD. The taxiways and aprons have elevated and depressed manholes. Also, the fitted lights are elevated in both runways and there are holes on the pavement of Runway 05R/23L, where lights have been removed and not replaced	27/08/2003	Improve the runway, taxiway and apron pavement surface conditions. Taxiways B and C and the cargo apron require immediate attention. Action Plan: During this year the following will be reinstated/rehabilitated: Runway 05R/23L, Customs and Emergency Aprons, Bravo Taxiway, shoulders, slope lamps and pavement sealing. Two additional taxiways will be built. The manhole correction will be finished in December 2003	AICM (Mexico)	TBD
AGA 345C	Runway End Safety Area (Annex 14, Vol.I, Chap. 3.5 & 3.5.1)	México, MÉXICO, Lic.Benito Juárez International Airport	The length and width of the runway end safety area of Runway 05L/23R is insufficient at both ends	27/08/2003	To broaden the runway end safety area dimensions of Runway 05L/23R or to reduce the runway declared distances. Action Plan: To attend this observation, the AICM is preparing proposals to be studied and approved by the DGAC, or that the DGAC prepares the corresponding recommendations and adopts the necessary measures in order to notify ICAO of the differences or to establish a Mexican Standard that endorses the difference as a State rule.	AICM (Mexico)	TBD

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan			
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered
AGA 341C Runway Geometry (Annex 14, Vol. I, Chapter 3.1 - 3.1.18 and 19, 3.2.4, 3.3.14, Chap. 10, Rec. 10.1.1, 10.2, 10.2.1, 10.2.2, 10.2.3, 10.2.4)	México, MÉXICO, Lic.Benito Juárez International Airport	The transversal slopes of the runways, shoulders and strips should ease to have a fast evacuation and to prevent the water accumulation on the surfaces. Sometimes runways are closed after it rains due to water saturation and inappropriate drainage.	27/08/2003	To adequate the transversal slopes of the runways, shoulders and strips and to improve the drainage in order to avoid water accumulation on the runway and shoulders surfaces; to provide the adequate resistance to the strips. To consider the slots on the runway surfaces. Action Plan: Emergent actions: Maintenance of strips, neighboring areas and complementary works. Rehabilitation of rain drainage in taxiways Bravo 3, Bravo 4, Bravo 7, replacement of collapsed pipes in Bravo 3 and complementary works. Emergent re-adaptation to the water displacement in the current drainage. Draining and rehabilitation of the drainage system (1st Phase). Rental of two high-pressure and vacuum hydropneumatic draining equipment. Removal of nozzles to link them to the main drainage network. Finishing of the deep drainpipes. Rectify strips. Rehabilitate the general drainage system. Waterproofing of the terminal building. Future actions: Hydraulic studies and photogrammetric surveys. Replacement of the pumping equipment. Draining and rehabilitation of the drainage system (2nd Phase).	AICM (Mexico)	TBD	
AGA 349C Runway holding position (Annex 14, Chap. 5, 5.2.10, 5.2.10.3)	México, MÉXICO, Lic.Benito Juárez International Airport	The runway holding positions in some taxiways do not have the required distance from the corresponding centreline	27/08/2003	Provide the required distance between the runway holding positions in the taxiways and the runway centrelines.	AICM (Mexico)	TBD	
AGA 342C Runway Strip (Annex 14, Vol.I, Chap.3, 3.4, 3.4.2)	México, MÉXICO, Lic.Benito Juárez International Airport	The length of the Runway Strip 05L/23R is insufficient at both runway ends	27/08/2003	To extend the strip or to reduce the declared distances of the runway. Action Plan: To attend this observation, the AICM is preparing proposals to be studied and approved by the DGAC, or that the DGAC prepares the corresponding recommendations and adopts the necessary measures in order to notify ICAO of the differences or to establish a Mexican Standard that endorses the difference as a State rule.	AICM (Mexico)	TBD	
AGA Netherlands Antilles/Antillas Neerlandesas							
AGA 264C Obstacles (Annex 14, Vol. I, Chap. 4, 4.2, Rec. 4.2.12)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	Obstacles infringing on the take off climb and approach obstacle limitation surfaces for both Runways 09 & 27 include fencing, vehicles on roads, buildings, vegetation and terrain.	02/2002	Eliminate some obstacles by not declaring the stopways at both runway ends. This may involve a displacement of the Runway 09 threshold and Runway 27 end. Remove, light and mark remaining obstacles as appropriate.	PJIAE (Netherlands Antilles)	12/2005	

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered	
AGA 251C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10.2, 10.2.1, 10.2.2, 10.2.4 & 10.2.7)	Netherlands Antilles, CURACAO/ WILLEMSTAD, Hato Int'l	Runway pavement has extensive cracking	25/03/2003	Upgrade runway pavement. Action Plan: Airport operator to seal runway surface.	Netherlands Antilles	2003	Airport operator has carried out a specialized technical study, which establishes that the cracking is only superficial, not structural.
AGA 261C	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - 3.5.1)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	Runway end safety areas are not provided at both runway ends	02/2002	Provide the required runway end safety areas by not declaring the stopways at both runway ends. Action Plan: NACO has been commissioned and has worked out a plan of action to address this matter.	PJIAE (Netherlands Antilles)	12/2005	
AGA 259C	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.2)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	The runway strip length is insufficient at both runway ends.	02/2002	Provide the required runway strip length by not declaring the stopways at both runway ends. Action Plan: Strip extends up to 60 m beyond end of runway. This length is available by not declaring stopways. Has been investigated to establish the implications.	PJIAE (Netherlands Antilles)	12/2005	
AGA 246C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.8.1 & 3)	Netherlands Antilles, CURACAO/ WILLEMSTAD, Hato Int'l	Taxiway centreline markings at runway – taxiway intersections are not provided on some taxiways	25/03/2003	Provide taxiway centreline markings at all runway – taxiway intersections. Action Plan: Airport operator to paint taxiway centreline markings on runway intersections.	Netherlands Antilles	30/04/2003	
AGA 249C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.15 - 5.3.15.1)	Netherlands Antilles, CURACAO/ WILLEMSTAD, Hato Int'l	Stopway lights are not provided	25/03/2003	Provide stopway lights or do not declare stopway. Action Plan: NOTAM to be issued by DCA notifying lack of stopway lights. Airport operator to engage in consultation process with DCA and aircraft operators to confirm the need for stopways. If stopways are not necessary, DCA not to declare, modify the runway declared ASDA distance and amend AIP. If stopways are necessary, airport operator to provide stopway lights.	Netherlands Antilles	2004	
AGA 270C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.15, 5.3.15.1)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	Stopway lights are not provided at both runway ends	02/2002	Provide stopway lights or do not declare stopways at both runway ends. Action Plan: Stopways should not be declared, no lights required.	PJIAE (Netherlands Antilles)	12/2005	
AGA Saint Kitts and Nevis/San Kitts y Nevis								
AGA 286C	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - Std. 3.5.2)	St. Kitts and Nevis, CHARLESTOWN, Vance W. Amory Int'l	The runway end safety area length at the east end is insufficient	09/09/2003	Extend the runway end safety area length, reduce the Runway 10 declared distances or reduce the aerodrome category. Action Plan: Runway upgrade project.	Nevis Island Administration	2006	

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan			
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered
AGA Saint Lucia/Santa Lucía							
AGA 120C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.5.1 & 3 and ANP FASID Table AOP 1)	Saint Lucia, VIEUX FORT, Hewanorra Intl	Runway 28 PAPI is not operational due to lack of electrical power supply	14/04/2004	Provide PAPI for Runway 28. Status: Pending	SLASPA	10/2003
AGA 118C	Visual Aids (Annex 14, Vol. I, Chap. 5, Rec. 5.1.1.5)	Saint Lucia, VIEUX FORT, Hewanorra Intl	Wind direction indicator is not illuminated	14/04/2004	Provide illuminated wind indicator. Status: Pending	SLASPA	06/2003
AGA Saint Vincent and the G./San Vicente y las Granadinas							
AGA 213C	Fencing (Annex 14, Vol. I, Chap.9, 9.10, 9.10.1 & 9.10.3)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	An unauthorised person was observed crossing the runway strip at the west runway end and chickens were observed in front of the rescue and fire-fighting facility	5/02/2004	Ensure perimeter barrier is secure to prevent access to the airfield by animals and unauthorised persons. Action Plan: Repair and replacement of security fences, and construction of a perimeter road along the fence.	Min. NS, PS & AD St. Vincent and the Grenadines	12/2005
AGA 209C	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2, Rec. 4.2.27)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Obstacles infringing on the Runway 07 take off climb obstacle limitation surface include fencing, roads, terrain, buildings and vegetation	5/02/2004	Discontinue Runway 07 take-off operations with immediate effect. Action Plan: Discontinuation of Runway 07 take offs except under special dispensation by licensing authority.	Min. NS, PS & AD St. Vincent and the Grenadines	12/2004
AGA 215C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10.2, 10.2.1, 10.2.2, 10.2.3 & 10.2.4)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Runway sides, taxiway and apron pavement surfaces severely deficient in many areas and FOD is present	5/02/2004	Maintain pavement surfaces clean of FOD and repair pavements. Action Plan: Repair and upgrading of pavement surfaces is a part of the ongoing Airport Improvement Project.	Min. NS, PS & AD St. Vincent and the Grenadines	6/2006
AGA 214C	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2 - 9.2.3, 5 & 6)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Rescue and fire-fighting Category should be 7, minimum 6, for B727 operations	5/02/2004	Discontinue B727 operations or upgrade RFFS Category to 7, or 6 minimum. Action Plan: RFF Category to be upgraded in keeping with aircraft types using airport.	Min. NS, PS & AD St. Vincent and the Grenadines	6/2006
AGA 206C	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - 3.5.1)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	No runway end safety area is provided at the east runway end	5/02/2004	Provide a runway end safety area by displacing the Runway 07 end and reducing the declared landing distance. Action Plan: Runway end safety area will be established under Airport Improvement Project. New declared distances will be published.	Min. NS, PS & AD St. Vincent and the Grenadines	6/2006
AGA 207C	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5, 3.5.1, 3.5.2 & 3.5.4)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Length and width of the runway end safety area at the west runway end is insufficient	5/02/2004	Correct the runway end safety area deficiencies by displacing the Runway 25 end and reducing the declared take-off distance. Action Plan: Runway end safety area will be established at west runway end under the Airport Improvement Project.	Min. NS, PS & AD St. Vincent and the Grenadines	6/2006

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered	
AGA 204C	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.2)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	No runway strip is provided at the east runway end	5/02/2004	Provide the runway strip by displacing the Runway 07 end and reducing the declared landing distance. Action Plan: Runway 07 end will be displaced to provide runway strip. Declared distances will be revised.	Min. NS, PS & AD St. Vincent and the Grenadines	6/2006	
AGA 216C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.4 & 5.2.4.1)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Runway 07 designation and threshold markings are faded	5/02/2004	Re-paint runway markings. Action Plan: Corrective action being undertaken.	Min. NS, PS & AD St. Vincent and the Grenadines	6/2004	
AGA Trinidad and Tobago/Trinidad y Tabago								
AGA 84C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2, 10.2.1, 10.2.2, 10.2.3, 10.2.4 & 10.2.8)	Trinidad & Tobago, PORT OF SPAIN, Piarco Intl	Runway pavement surface condition deficient. Excessive rubber deposits on the runway surface	10/12/2003	Upgrade runway pavement. Action Plan: Rubber has been removed. Runway upgrading project ongoing.	AATT (Trinidad and Tobago)	9/2004	
AGA 71C	Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2)	Trinidad and Tobago, PORT OF SPAIN, Piarco	RFFS facilities are inadequate- Ref Annex 14 Vol. I Sections 9.2.21, 22, 29 & 30	10/12/2003	Provide new RFFS facility at a location with direct access to the runway and ensuring minimum response times to both runway ends. Action Plan: New RFFS facility under construction.	Trinidad & Tobago	6/2004	
AGA 291C	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - 3.5.1)	Trinidad and Tobago, SCARBOROUGH, Crown Point Int'l	No runway end safety area is provided at the western runway end	10/12/2003	Provide the required runway end safety area. Action Plan: Publish lack of RESA in AIP. Analyse operational impact of reducing runway declared distances.	TTCAA/AATT (Trinidad and Tobago)	3/2004	
AGA 290C	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.2)	Trinidad and Tobago, SCARBOROUGH, Crown Point Int'l	The runway strip length is insufficient at the western runway end.	10/12/2003	Provide the required runway strip length. Action Plan: Publish lack of runway strip in AIP. Analyse operational impact of reducing runway declared distances.	TTCAA/AATT (Trinidad and Tobago)	3/2004	
AGA United States/Estados Unidos								
AGA 279C	Runway end safety area (Annex 14, Vol. I, Chapter 3, 3.5, 3.5.1 & 3.5.2)	United States, San Juan, Luis Muñoz Marin International	No RESA is provided at the east end of Runway 08/26	16/02/2005	Provide RESA Action Plan: Threshold displaced to coincident with new parallel Twy S (underway) and relocated ILS. SJU working with FAA, US EPA and US Army Corps of Engineers to obtain a FONSI to continue extension of RESA.	United States	TBD	

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan			
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered
AGA 323C Runway End Safety Area (Annex 14, Vol.I, Chap. 3, 3.5, 3.5.1 & 3.5.2)	United States, Puerto Rico, Luis Muñoz Marin International Airport	No runway end safety area is provided at the east end of Runway 08/26	16/02/2005	Provide runway end safety area by extension and/or displacing the Runway 08 end and Runway 26 threshold and reduce the runway declared distances accordingly. Action Plan: Threshold displaced to coincident with new parallel Twy S (underway) and relocated ILS. SJU working with FAA, US EPA and US Army Corps of Engineers to obtain a FONSI to continue extension of RESA.	United States	TBD	
AGA 321C Runway Strip (Annex 14, Vol.I, Chap.3, 3.4 & 3.4.2)	United States, Puerto Rico, Luis Muñoz Marin International Airport	Runway 08/26 strip length is insufficient at the east end	16/02/2005	Lengthen the runway strip or displace the Runway 08 end and Runway 26 threshold and reduce the runway declared distances accordingly. Action Plan: Threshold displaced to coincident with new parallel Twy S (underway) and relocated ILS. SJU working with FAA, US EPA and US Army Corps of Engineers to obtain a FONSI to continue extension of RESA.	United States	TBD	

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan			
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered
AGA Argentina							
AGA 220S	Emergency plans (Annex 14, Vol. I, Ch. 9, Doc 9137-AN/898, Part 7)	Argentina/BUENOS AYRES/Ezeiza/Min. Pistarini Int'l Airport	Last aerodrome emergency exercise was conducted on 9 NOV 2000	NOV 2004	Carry out aerodrome emergency exercises at intervals not exceeding two years and comply with ICAO SARPS and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled for 09 NOV 2004 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004) Re-scheduled for October 2005 (Fax 273/05, FAA, 18 AUG 05)	Argentina	NOV 2004
AGA Ecuador							
AGA 306S	Emergency Plans (Annex 14, Vol. I, Ch. 9)	ECUADOR/DAC	The emergency plans are not updated	DEC 05	Update emergency plans "PENDING ACTION PLAN" The information "The emergency plans administrated by DGAC are updated every year after the general exercises" of the Doc DGAC-j-025-04, 25 JUN 2004 is in conflict with was informed by the DGAC personnel during the above mentioned mission. ACTION PLAN: Quito & Guayaquil have updated emergency plans. Manta and Latacunga will be required to do so in 2006 (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/DAC	2006
AGA Guyana							
AGA 446S	Annex 14, Vol. I, Ch. 9	GUYANA/CAA/SYC J – TIMEHRI/ Cheddi Jagan Int'l	Bad communication between airport tower and RFF. Presence of RFF tower, which is not necessary.	SEP 05	Provide direct communication between tower and fire fighting services without intermediate tower ACTION PLAN: In process. Expected to be complete by 15 OCT 05 (Doc GCAA/ICAO/5/3/2, 28 SEP 05)	CAA/ Airport Operator	OCT 05
AGA Paraguay							
AGA 24S	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	The main RWY pavement is in process of deterioration	22 NOV 2002	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

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies	Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered
AGA Venezuela							
AGA 424S	Annex 14, Vol. I, Ch. 10 VENEZUELA/INAC/IAAIM	Rubber built-up on the first third of RWY 10	01 MAR 05	Remove excess of rubber built-up from the first third of RWY 10 "PENDING ACTION PLAN" ACTION PLAN: The excess of rubber will be removed after the pavement studies (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	30 MAY 06	
AGA 427S	Annex 14, Vol. I, Ch. 4 VENEZUELA/INAC/IAAIM	Presence of concrete boxes > 20 cm of the terrain surface, open box (4m x 4m x ≈ 5 m deep, room for equipments, rigid base for antennas, etc on the RWY strip	01 MAR 05	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	31 MAR 06	
AGA 392S	Annex 14, Vol. I, Ch. 9 VENEZUELA/INAC	Emergency plans are not updated & no good facilities for Emergency Operations Centre	01 MAR 05	Update Emergency plans and provide good facilities for Emergency Operations Centre "PENDING ACTION PLAN" ACTION PLAN: The int'l airports will be required to present updated plans between 01 JUL and 31 DEC 05 (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	31 DEC 05	

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies	Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered

ATM Dominican Republic/República Dominicana

ATM	23C Use of the aeronautical phraseology	Dominican Republic	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	02/04	Continuous training and supervision in the use of aeronautical phraseology is required. Action Plan: Training processes carried out since 2002 have satisfactorily risen the use of aeronautical phraseology, which has considerably decreased the aeronautical incidents. In addition, enhancements to the training plans have been implemented in order to keep on rising the aeronautical phraseology standards.	CAA Dominican Republic	2005
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ATM Honduras

ATM	10C English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Honduras	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	10/04	a) The required English language evaluation was carried out and effectively, its was noted that 60% of the Air Traffic Controllers presented the deficiency. b) The State has been required to ensure that the recruitment of new personnel be done in accordance with ICAO standards, as well as English proficiency. Additionally, The ATS Quality Assurance Plan is in process. c) The required use of English and Spanish aeronautical phraseology has also been demanded, and to that end, some local courses have been offered in this regard.	CAA Honduras	2005
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ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies	Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered

ATM Brazil/Brasil

ATM	36S	Unmanned free balloons (Annex 2, Chapter 3, para. 3.1.9)	Brazil/Brasil	Free balloons are launched by people during the months of May, June and July, causing serious problems in air operations.	2004	The State has taken measures through television programmes to make people aware of the problem. Actions directed to ATC on information provided to pilots. The deficiency persists.	Indicated State	TBD	This is a deficiency which is produced in the months of May, June and July due to national festivities. The major difficulty is that it is a popular costum. In view of this, the State has taken measures such as making the population aware through the media. It has also adopted actions directed towards the ATC and to inform pilots through aeronautical publications. Brazil informed that laws were developed that prevent punishments for people launching free balloons. However, due that this is a popular tradition; it is difficult to establish a finalization date.
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ATM Paraguay

ATM	10S	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)	2003	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	2007	Paraguay informed that the solution is foreseen by 2007.
ATM	21S	Use of the aeronautical phraseology	Paraguay	In general, the use of aeronautical phraseology does not meet the required levels and it is a relevant factor with regard to ATS incidents	2003	The training process is expected to be finalized for 2005. (Mission 2004: State is encouraged to maintain the training programme on this field)	DINAC Paraguay	2006	Paraguay informed that the solution is foreseen by 2006.

ATM Uruguay

ATM	11S	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)	2003	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 reintiated to reach level 5 of Annex 1. When hiring neew personnel the minimum level required corresponds to the "First Certificate of Advanced English".	DINACIA Uruguay	2007	Uruguay informed that a training system for air traffic controllers in English language proficiency foreseeing its solution by 2007.
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ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan			
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered
ATM 23S	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	2003	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	2006	Uruguay informed that a training process on the use of aeronautical phraseology for air traffic controllers has been implemented, foreseeing its solution by 2006.

ATM Venezuela

ATM 27S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35 Venezuela	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)	2002	1) Incorporate personnel with a good level of colloquial English. 2) Establish a training plan and recurrence of the English language. (E-CAR/SAM-NE ICG/2 Dic 2003). Also, the administration has informed that they are carrying out coordinations with the PANAM Int. Flight Academy to send ATCOs. (Note 0253 dated 19 February 2003).	INAC Venezuela	2008	Venezuela informed that a continuing process for training of air traffic controllers has been implemented, foreseeing its solution by 2008.
ATM 25S	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.	2002	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	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.

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered	
CNS Mexico								
CNS 54C	VHF/AMS-voice. Aeronautical Mobile Service Plan (Table CNS 2A)	United States	Lack of VHF-AMS oral coverage under the FL280 in Houston oceanic FIR in the CTA Merida boundaries with the CTA Monterrey. This requirement does not figure in the Table CNS 2A of the FASID, which ICAO is coordinating with the United States.	10/02/2004	To implement the required equipment for the operation of VHF/AMS oral functions. Implement a VHF remote stations in Mexico, based in a current agreement between Unites States and Mexico, as well as its mitigation by implementing ADS-B.	United States/Mexico	2005	Budget specific approval for this purpose.
CNS Trinidad and Tobago/Trinidad y Tabago								
CNS 22C	VHF/HF-AMS Communications Plan (Table CNS 2A) TTZP Piarco HF Voice	Trinidad and Tobago/CAR-A(3), CAR-B(1), SAM-2(2)	Several reports of pilots indicated that Piarco ACC was not available via HF frequencies. The Piarco centre has not implemented all required frequency, so it does not has 24 hours a day communication availability.	10/2004	It has been agreed that airlines contact Piarco ACC through ARINC's HF radio facilities in New York, this temporary solution was implemented. Through an ICAO Technical cooperation project a new equipment has been installed and according to information from Trinidad and Tobago, it was expeted that its commissioning would be in September 2005.	CAA Trinidad and Tobago.	09/2005	

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan			
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered

CNS Argentina

CNS	11S	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.	October 2005	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%. New position was incorporated for the FA Atlantico. Operational extension of ACC Ezeiza and TMA Baires. Incorporation of means of communications between the aeronautical station and the remote equipment, obtaining the noise suppression in aeronautical station of the ACC. Receive only one HF frequency it is missing the monitor of other HF frequencies of the family assigned.	Argentina CAA	March 2007	Installation of a module in the Ezeiza ACC that permit the selection of more than one HF frequency.
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CNS Ecuador

CNS	28S	Aeronautical Mobile Service Plan. Table CNS 1A. Lack of VHF communications in the Guayaquil FIR	Ecuador	North portion of the Guayaquil FIR lacked VHF communications coverage	June 2004	Ecuador assured the deficiency will be resolved by September 2004	State	09/2004	
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CNS Venezuela

CNS	14S	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	January 2004	A NEW VHF COMMUNICATION SYSTEM FOR MAIQUETIA ACC WAS ACQUIRED THROUGH THE ICAO TECHNICAL COOPERATION WHIT THE AIM TO GUARANTEE THE COMPLETE COVERAGE OF THE ACC .	Venezuela CAA	03/07	Delay in the process of acquisition
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ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan			
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered

CNS Argentina

CNS	11S	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.	October 2005	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%. New position was incorporated for the FA Atlantico. Operational extension of ACC Ezeiza and TMA Baires. Incorporation of means of communications between the aeronautical station and the remote equipment, obtaining the noise suppression in aeronautical station of the ACC. Receive only one HF frequency it is missing the monitor of other HF frequencies of the family assigned.	Argentina CAA	March 2007	Installation of a module in the Ezeiza ACC that permit the selection of more than one HF frequency.
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CNS Ecuador

CNS	28S	Aeronautical Mobile Service Plan. Table CNS 1A. Lack of VHF communications in the Guayaquil FIR	Ecuador	North portion of the Guayaquil FIR lacked VHF communications coverage	June 2004	Ecuador assured the deficiency will be resolved by September 2004	State	09/2004	
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CNS Venezuela

CNS	14S	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	January 2004	A NEW VHF COMMUNICATION SYSTEM FOR MAIQUETIA ACC WAS ACQUIRED THROUGH THE ICAO TECHNICAL COOPERATION WHIT THE AIM TO GUARANTEE THE COMPLETE COVERAGE OF THE ACC .	Venezuela CAA	03/07	Delay in the process of acquisition
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ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies	Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered

MET Bolivia

MET	30S	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.	2006	They have sent MET personnel to get trained in Argentina. These efforts will continue.	AASANA	TBD
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MET Colombia

MET	32S	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.	2000	In consultancy process, through TDA; through which alternatives for the solution to this problem are expected.	UAEAC	TBD
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MET Panama

MET	35S	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.	2002	They are making efforts to use the resources of some projects to be implemented.	NCAA in coordination with Hydromet Nat. Service	TBD
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ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan			
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered

MET Paraguay

MET	36S	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.	2003	<p>Short Term: Hire the personnel available graduated at the FP-UNA and 5 meteorological observers, graduated in Class IV Course carried out by INAC.</p> <p>Med. Term: Carry out an Aeronautical Meteorology Formation Course, in accordance with the requirements of WMO document No. 258.</p> <p>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.</p>	DINAC	Dec 2007	There are legal restrictions, since currently it is not possible to increase the number of public officers hired.
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MET Peru

MET	63S	Runway visual range (Annex 3, Chap. 4, Standard 4.6.3.4) FASIC Table AOP 1 (CAR/SAM III-AOP 1-39)	Aerodrome meteorological station of Lima-Callao	No runway visual range assessments are made in the middle point.	2004	The RVR will be transferred from the runway end to the middle point.		2005	
MET	62S	WMO requirements regarding qualifications and training of MET personnel (Annex 3, Chap 2, Standard 2.1.15)	Peru, MWO and Aerodrome MET Office of Lima-Callao	Meteorological technicians (Classes III and IV) are making MET forecasts and developing supervisory functions.	2004	Rotation of the corresponding charges.	CORPAC	2005	

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered	
SAR Haiti								
SAR	1C Search and Rescue facilities CAR/SAM/3 Rec. 6/2	Haiti SRR/RCC Port-au-Prince	SRR/RCC not implemented	04/05	The following items will be developed: SAR General Mission, Legal Aspects, Responsibility of providing SAR services, National entity SAR, Covering Area, SAR Means, SAR training, SAR Documentation, SAR Agreements.	CAA Haiti	2006	
SAR Trinidad and Tobago/Trinidad y Tabago								
SAR	2C Search and Rescue facilities CAR/SAM/3 Rec. 6/2	Trinidad and Tobago RCC Piarco	SAR partially implemented	10/12/03	Procurement of equipment ongoing.	CAA Trinidad and Tobago/Ministry of Nat.Sec.	2006	Signatures of SAR Agreements with SRRs and RCCs pending.

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies	Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered

AIS Dominican Republic/República Dominicana
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AIS	34C Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	Dominican Republic	Partial implementation of the WGS-84	09/02/04	Need to implement the WGS-84 Geodetic System. Action Plan: 90% completed.	State	30/11/04	Administrative coordination.
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AIS Nicaragua

AIS	42C Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	Nicaragua	Lack of implementation of the WGS-84	16/01/04	Need to implement the WGS-84 Geodetic System. Action Plan: Surveys have been performed at the main aerodromes of the country.	State	30/11/04	
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ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan			
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered
AIS Bolivia							
AIS	27S ICAO Annex 15, Chapter 6; ANP (Doc. 8733) Par. 46 - 49. Sistema AIRAC.	Bolivia	Need for an effective implementation of AIRAC requirements	2004	Action Plan (2006) 90% implemented	Indicated State	TBD
AIS	7S 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.	2003	Action Plan (2006) 40% implemented	Indicated State	TBD
AIS	16S ICAO Annex 4. WGS-84.Geodetic System	Bolivia	.Need for production of all required aeronautical charts under the WGS-84 system.	2003	Action Plan (2006) 40% implemented	Indicated State	TBD
AIS Ecuador							
AIS	32S ICAO Annex 15, Chapter 6; ANP (Doc. 8733) Par. 45.	Ecuador	Need for implementation of AIRAC requirements.	2006	Action plan 2006 20% implemented	Indicated State.	TBD
AIS Guyana							
AIS	9S ICAO Annex 15, Para. 3.4.4.1 WGS-84.Geodetic System	Guyana	Need to comply with effective and total implementation of the WGS-84.	2003	Actiona Plan (2004) 60% implemented	Indicated State	TBD
AIS	20S ICAO Annex 4. WGS-84.Geodetic System	Guyana	Need for production of all required aeronautical charts under the WGS-84 system.	2003	Action Plan (2004) 80% implemented.	Indicated State	TBD
AIS Suriname							
AIS	31S CAO Annex 15, Chapter 6; ANP (Doc. 8733) Par. 46 - 49. Sistema AIRAC.	Suriname	Need for an effective implementation of AIRAC requirements.	2005	Action Plan (2005). 80% implemented	Indicated State	TBD
AIS	13S 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.	2005	Action plan 2005. Ongoing	Indicated State	TBD
AIS Venezuela							
AIS	14S ICAO Annex 15, Para. 3.4.4.1 WGS-84.Geodetic System	Venezuela	Need to comply with effective and total implementation of the WGS-84.	2006	Action plan (2006) Ongoing	Indicated State	TBD