

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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 y 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		
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		

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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 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		
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		

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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 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	
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		

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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 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		
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		

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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 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 y 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		
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		

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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 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

**ASB/7
WP/03
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
-----	------	--	-------------------------------	--------------------------------	----------	--	--	---------------	-----------	---	-------------------

CORRECTED DEFICIENCIES

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

**ASB/7
WP/03
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/AEROCIVIL/BOGOTA/El 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/B OGOTA/El 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

**ASB/7
WP/03
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	The trees should be cut	Colombia	2002	U	State Letter sent	
						"PENDING ACTION PLAN" ACTION TAKEN: The trees were cut - Approach zone of END 13R (Doc 2000 - 1057, 23 OCT 2003, UAEAC, Colombia) CORRECTED					
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	Conduct functional & structural evaluation of the pavements and correct pavement surface.	Colombia	OCT 1998	U	State Letter sent	
						ACTION TAKEN: Problem solved. CORRECTED					
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	ACTION TAKEN: Removed the rubber deposit CORRECTED	Colombia	SEP 2002	U	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	Remove the rubber deposit at RWY 36. ACTION TAKEN: Work done in 2000 CORRECTED	Colombia	NOV 2000	U	State Letter sent	
AGA 102 S	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, CALI/Alfonso Bonilla Aragon	May-02	RWY and TWY markings need repainting	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	

CORRECTED DEFICIENCIES

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

**ASB/7
WP/03
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 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	1 DEC 200	U	State Letter sent	
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	7 NOV 200	U	State Letter sent	

CORRECTED DEFICIENCIES

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

**ASB/7
WP/03
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 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 98 S	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, BARRANQUILLA/Ernesto Cortissoz Airport	PAPI lights RWY 22 unserviceable	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1 Corrected on Jun 10/2002, fax 1003-052-03 from Colombia	Replace PAPI lights RWY 22. ACTION TAKEN: PAPI lights replaced. CORRECTED	Colombia	0 JUN 200	U	State Letter sent	
AGA 99 S	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, BARRANQUILLA/Ernesto Cortissoz Airport	No lights for windsock	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1 Planned for 2003, fax 1003-052-03 from Colombia	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	Colombia	2002	U	State Letter sent	
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	7 NOV 200	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	7 NOV 200	U	State Letter sent	

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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 Ecuador											
AGA 313 S	Emergency (Annex 14, Vol. I, Ch. 9)	ECUADOR/CORPA Q/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
AGA 314 S	Emergency Plan - COE (Annex 14, Vol. I, Ch. 9 & Doc 9137-AN/898, Part 7)	ECUADOR/DAC/CO RPAQ/QUIPORT	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	MAY 2003	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/DAC/CORPAQ/QUIPORT	2004	U	State Letter sent	ICAO

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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 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	C
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	C

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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 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	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: Begining 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	JAN 2004	U	State Letter sent	ICAO	

CORRECTED DEFICIENCIES

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

**ASB/7
WP/03
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 Peru

AGA 384 S	Annex 14, Vol. I, Sec. 8.7	PERU/DGAC/CORP AC/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/CORPA C/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	5 OCT 200	U	State Letter sent		
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 CORRECTED	Peru	5 OCT 200	U	State Letter sent		

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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 y 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 deteltd and the attention should be centered on States/Territories/Intern ational 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

ASB/7
WP/03
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

ASB/7
WP/03
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	NACC/IATA a survey on this deficiency.
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	NACC/IATA a survey on this deficiency.
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		

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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 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		
ATM Saint Vincent and the G./San Vicente y las Granadinas											
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		

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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 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. Corrected	CRA Argentina	Corrected	U
-----	------	-------------------------------------	-----------	---	----------	---------------------------	---	---------------	-----------	---

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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
-----	-----	---	---------	---	----------	------------	---	-------------	-----------	---

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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 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 units 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		

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		
---------	--	---------------	--	----------	------------	--	---------------	-----------	---	--	--

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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 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		

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
----------	--	---	--	----------	------------	---	----------------	-----------	---	----------------------	----------

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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 29 S	Use of the aeronautical phraseology	This problem exists both in CAR and SAM Regions	Sep/2000	ATS/SG/9	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	Continuous training and supervision in the use of aeronautical phraseology is required.	CAR/SAM States	Corrected	U	Ongoing	SAM

ATM Chile

ATM 4 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Chile		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		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

**ASB/7
WP/03
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
-----	------	-------------------------------------	----------	---	----------	----------------------------	---	----------------	-----------	---	---------	-----

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
-----	------	-------------------------------------	---------	---	----------	----------------------------	---	-------------	-----------	---	----------	-----

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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 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 if 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
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

CORRECTED DEFICIENCIES

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

**ASB/7
WP/03
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 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		
-----	-----	---	--------	--	----------	------------	--	------------	-----------	---	--	--

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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 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		
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		

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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 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
-----	----	---	-------------------------------------	----------	--	----------	----------------------------	--	--------------	-----------	---	----------	-----

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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 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	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

ASB/7
WP/03
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											
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 20	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

ASB/7
WP/03
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

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

**ASB/7
WP/03
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 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 20	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 20	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

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

**ASB/7
WP/03
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 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 problem 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

ASB/7
WP/03
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/Consortio Puerta del Sol/DNM. Clouds base measurement equipment was installed. Pending its standardization. CORRECTED	DINACIA / Consortio 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	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	Review ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	CORRECTED	INAC, in coordination with Natl. MET Service	December 20	U			
MET 54 S	SIGMET information (Annex 3, Chap 7, Standard. 7.1.1)	Venezuela / Meteorological watch offices (MWOs) of Maiquetía	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	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

ASB/7
WP/03
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
-----	-----	---	--------------------	---	--------	------------	---	-----------------------------	----------	---	---------------------	-----

SAR Guvana

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/AIS/ SAR experts Mission	SAM/IATA
-----	-----	---	----------------	--	--------	------------	---	------------	------	---	--------------------------------------	----------

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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 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

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

ASB/7
WP/03
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 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

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

ASB/7
WP/03
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 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	
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	

CORRECTED DEFICIENCIES

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

ASB/7
WP/03
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 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		
---	----------------------------------	--	----------	--	-----------	-------	------------	---	-----------	--	--

AIS Trinidad and Tobago/Trinidad y Tabago

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		
---	---------------------	--	----------	--	-----------	-------	------------	---	-----------	--	--