

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	

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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 preformed. 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	

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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	
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	

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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

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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	

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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

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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

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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	

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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
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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
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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
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AGA Paraguay

AGA	24S	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Paraguay, Aerodrome of Asuncion/Silvio Pettirosi	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
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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	<p>a) The required English language evaluation was carried out and effectively, its was noted that 60% of the Air Traffic Controllers presented the deficiency.</p> <p>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.</p> <p>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.</p>	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 Argentina								
ATM	IS 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).	2002	(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	Argentina informed that the correction of this deficiency is in process, foreseeing its finalization by 2007.
ATM Brazil								
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 its 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.
ATM Ecuador								
ATM	5S 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).	2003	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	Ecuador informed that its controllers have not been able to reach level 4 of the language proficiency foreseeing its finalization by 2007.

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 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 reinstated to reach level 5 of Annex 1. When hiring new personnel the minimum level required corresponds to the "First Certificate of Advanced English".	DINACIA Uruguay	2007	Uruguay informed that a training system for air traffic controllers in English language proficiency foreseeing its solution by 2007.
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.

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 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.
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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	
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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, Part I, 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, Part I, 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, Part I, 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, Part I, 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	Short Term: Hire the personnel available graduated at the FP-UNA and 5 meteorological observers, graduated in Class IV Course carried out by INAC. Med. Term: Carry out an Aeronautical Meteorology Formation Course, in accordance with the requirements of WMO document No. 258. Long Term: Develop projects for the formation of Class I and Class II personnel with the assistance of Voluntary Technical Cooperation and senior level education institutes of the country.	DINAC	Dec 2007	There are legal restrictions, since currently it is not possible to increase the number of public officers hired.
MET Peru								
MET 46S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, para. 4.7.4 a)]	Peru / Aeronautical meteorological stations	RVRs SPIM MID, SPQU, SPHI, SPRU, SPSO and SPTN have not been implemented.	2004	Lima TDZ and Cusco: 2001, Iquitos 2002, Arequipa 2004, Chiclayo and Trujillo 2006, Pisco and Tacna 2007. The RVR MID of Lima, December 2004.	CORPAC	2007	
MET 63S	Runway visual range (Annex 3, Part I, 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, Part I, Chapter 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	IC 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

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

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	Venezuela
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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
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