



*International Civil Aviation Organization*  
 CAR/SAM Regional Planning and Implementation Group (GREPECAS)  
**Eighth Meeting of the Aviation Safety Board (ASB/8)**  
 Lima, Peru, 5-6 March 2008

**Agenda Item 4: Review of deficiencies, new Appendices A and B and application of the last resource action**

(Presented by the Secretariat)

**SUMMARY**

This Working Paper presents the review of the GREPECAS “U” deficiencies, according to the document “Procedures for Classifying and Addressing “U” Deficiencies in the Air Navigation Field”. This document was developed as requested by the GREPECAS Conclusion 14/60 “Procedures for Classifying and Addressing GREPECAS “U” Deficiencies”. This paper also shows that, after the reclassification of the “U” type deficiencies, both CAR and SAM Regions do not have “U” deficiencies and no “last resort actions” are required, as recommended by the GREPECAS Conclusion 13/92.

**References:**

- ASB/7 Meeting Report
- GREPECAS/13 Meeting Report
- GREPECAS/14 Meeting Report.
- GREPECAS Procedural Handbook

**1. Introduction**

1.1 GREPECAS, through ASB, has been observing and analyzing some inconsistencies in the way the “U” deficiencies are classified and decided that a more objective criterion was necessary to classify this type of deficiencies according to its Decision 14/60.

1.2 In this regard, the CAR and SAM Regional Offices have developed the document “Procedures for Classifying and Addressing GREPECAS “U” Deficiencies”, according to the GREPECAS Decision 14/60 requirements. This document was followed to reclassify the “U” type deficiencies of the GREPECAS database as it is discussed in this WP.

1.3 The “last resort actions” requested by the GREPECAS Conclusion 13/92 to be applied to “U” deficiencies are also considered in working paper.

1.4 The **New Appendices A (outstanding deficiencies)** and **B (corrected deficiencies)** are attached to this working paper.

## 2. **Reclassification of the “U” deficiencies**

2.1.1 The reclassification of the “U” deficiencies was carried out in accordance with the document “Procedures for Classifying and Addressing GREPECAS “U” Deficiencies” previously mentioned and presented as **Appendix C** to this WP. This document recommends the use of the risk analysis methodology presented by the ICAO SMS training course. The Appendix C to this document establishes the following common criteria to classify a deficiency as “U”:

- Evaluation and analysis of the risk; the deficiency is Unacceptable;
- Immediate action for resolution in the minimum elapsed time;
- Lack of measures for resolution implies remittance to the ICAO Air Navigation Commission.

2.1.2 The results obtained with the application of this procedure by the Regional Offices are presented in Tables 01 and 02 for the CAR and SAM Regions, respectively.

## 3. **”Last resort actions” suggested for the “U” deficiencies after their reclassification**

3.1.1 The GREPECAS Conclusion 13/92 is presented in this WP in order to help the analysis of the application of the “last resort actions”:

### **“CONCLUSION 13/92 ACTION FOR RESOLVING URGENT AIR NAVIGATION DEFICIENCIES**

That, with a view to resolving air navigation deficiencies, especially those that might have a negative impact on safety, States/Territories/International Organizations that have not yet done so:

- a) develop and implement an Action Plan for each deficiency, based on the format presented in the **Appendix E** to this part of the Report, specifying corrective measures, the completion date, and assigning the necessary resources;
- b) submit the action plan to the ICAO Regional Offices, no later than **30 June 2006**, indicating any difficulties encountered;
- c) consider as a maximum two years (**31 December 2007**) for the elimination of “urgent” deficiencies, at which point the “last resort action” will be considered (GREPECAS Decision 12/124); and
- d) make utmost use of the GANDD.”

3.1.2 Tables 01 and 02 also show that, according to the procedure described in item 2, both CAR and SAM Regions do not have “U” deficiencies. Furthermore, no “last resort actions” are required.

## 4. **Action Suggested**

4.1 The meeting is invited to take note of the information presented in this working paper and mainly consider the following points:

- a) Analysis of the **Appendices A** and **B** to this working paper.

- b) Reclassification of the “U” type deficiencies carried out by the CAR and SAM Regions (Tables 01 and 2);

**TABLE 01 - RECLASSIFICATION OF THE “U” TYPE DEFICIENCIES – CAR REGION**

**Table 01 - Reclassification of the “U” type deficiencies – CAR Region**

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AGA Field – CAR Region</b>						
<b>Aruba</b>	<b>296 C</b>	No runway end safety areas are provided at both runway ends <b>(01/2003)</b>	“U”	3B	“A”	Not required
	<b>297 C</b>	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. <b>(01/2003)</b>	“U”	2B	“A”	Not required
	<b>303 C</b>	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 <b>(01/2003)</b>	“U”	3B	“A”	Not required
<b>Netherlands Antilles</b>	<b>246 C</b>	Taxiway centreline markings at runway – taxiway intersections are not provided on some taxiways <b>(02/2002)</b>	“U”	2B	“A”	Not required
	<b>249 C</b>	Stopway lights are not provided <b>(02/2002)</b>	“U”	2B	“A”	Not required
	<b>251 C</b>	Runway pavement has extensive cracking <b>(02/2002)</b>	“U”	3B	“A”	Not required
	<b>257 C</b>	The aerodrome emergency plan is not complete <b>(02/2002)</b>	“U”	3B	“A”	Not required
	<b>258 C</b>	Runway centreline markings are fading <b>(02/2002)</b>	“U”	2B	“A”	Not required
	<b>259 C</b>	The runway strip length is insufficient at both runway ends. <b>(02/2002)</b>	“U”	3B	“A”	Not required
	<b>261 C</b>	Runway end safety areas are not provided at both runway ends <b>(02/2002)</b>	“U”	3B	“A”	Not required
	<b>264 C</b>	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. <b>(02/2002)</b>	“U”	3B	“A”	Not required
	<b>270 C</b>	Stopway lights are not provided at both runway ends <b>(02/2002)</b>	“U”	2B	“A”	Not required

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AGA Field – CAR Region</b>						
<b>Antigua and Barbuda</b>	<b>91 C</b>	Runway end safety areas are not provided at both runway ends: East runway end – fence, road & sea West runway end – fence & grading (07/2001)	“U”	3B	“A”	Not required
	<b>93 C</b>	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 (07/2001)	“U”	3B	“A”	Not required
	<b>99 C</b>	Runway pavement surface deficient at the runway ends due to aircraft turn-arounds (07/2001)	“U”	3B	“A”	Not required
	<b>101 C</b>	Runway 07 approach lighting system reported to be 50 % serviceable (07/2001)	“U”	3B	“A”	Not required
<b>Bahamas</b>	<b>39 C</b>	RWY and TWY markings missing or faded (1996)	“U”	2B	“B”	Not required
	<b>59 C</b>	Access of vehicles and animals to the manoeuvring area (1999)	“U”	3B	“A”	Not required
	<b>64 C</b>	No RFFS facility with direct access to the runway is provided as required in Annex 14, Vol. I Section 9.2.19, 22, 25 & 26) (10/2002)	“U”	3B	“B”	Not required
	<b>306 C</b>	Runway 14/32 has no side stripe markings along part of its length (05/2002)	“U”	2B	“A”	Not required
	<b>309 C</b>	Runway-holding position markings on some taxiways are incorrect in pattern (05/2002)	“U”	2B	“B”	Not required
	<b>312 C</b>	Runway threshold and end lights were observed to be white at one runway end (05/2002)	“U”	3B	“A”	Not required
	<b>318 C</b>	The runway pavement surfaces are in very poor condition with irregularities, FOD and rubber deposits (Runway 14/32 is in worse condition than Runway 09/27) (05/2002)	“U”	3B	“A”	Not required

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AGA Field – CAR Region</b>						
	<b>320 C</b>	Runway and taxiway markings are faded <b>(05/2002)</b>	“U”	2B	“A”	Not required
<b>Belize</b>	<b>166 C</b>	Runway strip length at western runway end is insufficient <b>(11/2001)</b>	“U”	3B	“A”	Not required
	<b>168 C</b>	Runway end safety areas are not provided at both runway ends: •East runway end – vegetation, wet ground •West runway end – swamp <b>(11/2001)</b>	“U”	3B	“A”	Not required
	<b>170 C</b>	Displaced runway threshold markings are still visible at both runway ends. <b>(11/2001)</b>	“U”	2B	“A”	Not required
<b>Belize</b>	<b>171 C</b>	Taxiway centreline markings to guide aircraft turning around at east runway end are not provided <b>(11/2001)</b>	“U”	2B	“A”	Not required
	<b>177 C</b>	PAPIs not working and runway lighting intensity reported to be deficient	“U”	2B	“A”	Not required
	<b>459 C</b>	Runway and taxiway shoulders in very poor condition <b>(11/2006)</b>	“U”	2B	“A”	Not required
	<b>460 C</b>	North side strips have runway 07-25 have uneven terrain <b>(11/2006)</b>	“U”	2B	“A”	Not required
	<b>461 C</b>	Structure infringing the inner transitional surface <b>(11/2006)</b>	“U”	3B	“A”	Not required
	<b>462 C</b>	Lack of wind direction indicator for runway 07-25. <b>(11/2006)</b>	“U”	2B	“A”	Not required
	<b>464 C</b>	Non-standard implementation of a section of the runway edge lights <b>(11/2006)</b>	“U”	2B	“A”	Not required
	<b>465 C</b>	Lack of implementation of wing bar light <b>(11/2006)</b>	“U”	2B	“A”	Not required
	<b>466 C</b>	Objects not lighted <b>(11/2006)</b>	“U”	3B	“A”	Not required
	<b>467 C</b>	Closed marking should be displayed on temporarily closed parts of the runway and strips, likewise those areas of accumulated construction and waste material must be displayed <b>(11/2006)</b>	“U”	3C	“A”	Not required

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AGA Field – CAR Region</b>						
	<b>468 C</b>	Non compliance with maximum switch-over time in the electric power supply connections <b>(11/2006)</b>	“U”	3B	“A”	Not required
	<b>469 C</b>	Full scale and partial emergency exercises not conducted <b>(11/2006)</b>	“U”	3B	“A”	Not required
	<b>470 C</b>	The markings on the apron areas are in very poor condition <b>(11/2006)</b>	“U”	2C	“A”	Not required
	<b>471 C</b>	The eastern end of Rwy 07/25 is not fenced <b>(11/2006)</b>	“U”	3B	“A”	Not required
<b>Barbados</b>	<b>161 C</b>	Taxiway centreline marking to guide aircraft turning around at the east runway end is not provided <b>(12/2001)</b>	“U”	2B	“A”	Not required
	<b>463 C</b>	Lack of aerodrome beacon <b>(11/2006)</b>	“U”	2B	“A”	Not required
<b>Costa Rica</b>	<b>230 C</b>	Runway 25 has no approach lighting system <b>(03/2002)</b>	“U”	3B	“A”	Not required
	<b>425 C</b>	Runway strip on the East side is affected by superficial sewage <b>(09/2006)</b>	“U”	2B	“A”	Not required
	<b>427 C</b>	Runway 05/27 does not have RESA <b>(09/2006)</b>	“U”	3B	“A”	Not required
<b>Costa Rica</b>	<b>428 C</b>	Mark the closed perimeter located before threshold 25 <b>(09/2006)</b>	“U”	2B	“A”	Not required
	<b>430 C</b>	There is a lack of maintenance to the different types of markings on the runway, taxiways and apron. <b>(09/2006)</b>	“U”	2B	“A”	Not required
	<b>431 C</b>	The approach lighting systems do not meet the requirements and the current system is poorly maintained <b>(09/2006)</b>	“U”	3B	“A”	Not required
	<b>432 C</b>	The approach surface to Runway 25 has obstacles such as trees, antennas and light posts <b>(09/2006)</b>	“U”	3B	“A”	Not required

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AGA Field – CAR Region</b>						
	433 C	The Runway holding position marking location is marked near the taxiway centreline and the taxiway side edge markings at Runway 07, which causes confusion. <b>(09/2006)</b>	“U”	3C	“A”	Not required
	434 C	The constructions and electrical installations inside and outside the airport are not illuminated <b>(09/2006)</b>	“U”	2B	“A”	Not required
	435 C	The secondary power supply requirements need to be verified <b>(09/2006)</b>	“U”	3B	“A”	Not required
	436 C	The minimum separation distances between the centre line of the taxiway and the centre line of the Runway are not complied with. A small portion of the Eastern strip of taxiway D to Runway 07 has an important slope on the terrain <b>(09/2006)</b>	“U”	3C	“A”	Not required
	437 C	The runway threshold and wing bar lights do not comply with the location and separation requirements <b>(09/2006)</b>	“U”	3C	“A”	Not required
	438 C	Certification of Aerodromes and aerodrome inspector concepts are not included in the Basic Law <b>(09/2006)</b>	“U”	---	“A”	Not required * it is no longer considered a Deficiency
	440 C	The RFFS personnel does not have the aviation fire fighter certification <b>(09/2006)</b>	“U”	---	“A”	Not required * it is no longer considered a Deficiency
	441 C	There is no a Wildlife Prevention and mitigation Programme <b>(09/2006)</b>	“U”	3B	“A”	Not required
<b>Costa Rica</b>	442 C	Lack of Implementation of a Maintenance Program for the pavement surfaces and sewage. The runway surface is not measured periodically to determine the friction characteristics of the runway surface <b>(09/2006)</b>	“U”	3B	“A”	Not required

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AGA Field – CAR Region</b>						
	443 C	The wind direction indicators are not properly maintained and illuminated and the bases are not frangible (09/2006)	“U”	3C	“A”	Not required
	444 C	Lack of Implementation of a Maintenance Program for the pavement surfaces and sewage. The runway surface is not measured periodically to determine the friction characteristics of the runway surface (09/2006)	“U”	3B	“A”	Not required
	447 C	The RFFS personnel does not have the aviation fire fighter certification (09/2006)	“U”	---	“A”	Not required * it is no longer considered a Deficiency
	448 C	Runway 05/27 does not have RESA (09/2006)	“U”	3B	“A”	Not required
<b>Cuba</b>	133 C	The runway, taxiway and Terminal 1 apron surfaces are failing causing irregularities and FOD in large areas. (06/2001)	“U”	3B	“A”	Not required
	139 C	There are no runway end safety areas. (06/2001)	“U”	3B	“A”	Not required
<b>Cayman Islands</b>	12 C	Runway strip length at the eastern runway end does not comply with Annex 14 Vol. I, 4th Ed., Section 3.4.2 (10/2000)	“U”	3B	“A”	Not required
	22 C	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 (10/2000)	“U”	3B	“A”	Not required
<b>Dominican Republic</b>	45 C	Runway markings faded (05/2000)	“U”	3C	“A”	Not required
	61 C	Perimeter security deficient (05/2000)	“U”	3B	“A”	Not required
	77 C	Runway surface pavement irregularities and rubber deposit accumulation. (05/2000)	“U”	3B	“A”	Not required

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AGA Field – CAR Region</b>						
	480 C	Regulations on Certification of Aerodromes were published but have not been in force for their compliance. (01/2007)	“U”	---	“A”	Not required * it is no longer considered a Deficiency
	484 C	RESAs are not declared (01/2007)	“U”	---	“A”	Not required * it is no longer considered a Deficiency
<b>Dominican Republic</b>	485 C	There are shrubs and trees in the approach and departure areas of runway 01-19, piercing the gradients lightly. (01/2007)	“U”	3C	“A”	Not required
	486 C	Lack of markings on the apron (01/2007)	“U”	2B	“A”	Not required
	488 C	Lack of information signs. (01/2007)	“U”	2B	“A”	Not required
	490 C	The constructions inside the airport are not illuminated. (01/2007)	“U”	3C	“A”	Not required
	492 C	The last 600 mts at the edge of the runway are not yellow. (01/2007)	“U”	2B	“A”	Not required
	493 C	The constructions inside the airport are not illuminated. (01/2007)	“U”	3C	“A”	Not required
	494 C	The grass is quite tall on the apron strips. (01/2007)	“U”	2C	“A”	Not required
<b>Grenada</b>	126 C	Fencing incomplete around perimeter (05/2001)	“U”	3B	“A”	Not required
	128 C	Present staff levels are considered inadequate for Category 9 with 7 plus a supervisor reported (05/2001)	“U”	3B	“A”	Not required
<b>Guatemala</b>	14 C	Insufficient runway strip width in some parts as specified in Annex 14 Vol. I Section 3.4 - 3.4.3 and 3.4.6 (12/1999)	“U”	3B	“A”	Not required
	23 C	No runway end safety areas are provided on both runway ends as specified in Annex 14 Vol. I Section 3.4.1	“U”	3B	“A”	Not required
	28 C	Obstacles exist in the approach, take-off, transitional and inner horizontal obstacle limitation surfaces	“U”	3B	“A”	Not required

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AGA Field – CAR Region</b>						
	<b>129 C</b>	Runway end light pits and the disused localiser bases/bolts are objects in the runway strip at both runway ends <b>(05/2001)</b>	“U”	2B	“A”	Not required
	<b>131 C</b>	Birds were observed hovering above reported waste dump sites off the southern runway end	“U”	3B	“A”	Not required
	<b>363 C</b>	Runway Markings - Runway side stripes are unevenly painted near thresholds and should continue across taxiway entrances. <b>(06/2006)</b>	“U”	3C	“A”	Not required
	<b>364 C</b>	Runway Markings - Runway lacks aiming point marking aren’t aiming point marking <b>(06/2006)</b>	“U”	2B	“A”	Not required
<b>Guatemala</b>	<b>365 C</b>	Runway Markings - Runway holding position markings are improperly painted. Unevenly located as measured from the runway centrelines, faintly marked, or missing. <b>(06/2006)</b>	“U”	2B	“A”	Not required
	<b>367 C</b>	Threshold Markings - The pattern of longitudinal stripes have an insufficient number of stripes for a 60 meter wide runway <b>(06/2006)</b>	“U”	2B	“A”	Not required
	<b>368 C</b>	Threshold Markings - The transverse stripe has insufficient width for a 60 meter wide runway. <b>(06/2006)</b>	“U”	2B	“A”	Not required
	<b>370 C</b>	Visual Aids - Approach Lighting Systems are not frangible beyond 60 meters from the runway edge. The area beyond 60 meters off Rwy 19 has a non-frangible fence surrounding the approach lighting systems <b>(06/2006)</b>	“U”	3B	“A”	Not required

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AGA Field – CAR Region</b>						
	<b>371 C</b>	Visual Aids - Most Taxiway connectors lack mandatory instruction signs. All taxiway connectors at runway end entrances exceed 60-meter widths. <b>(06/2006)</b>	“U”	2B	“A”	Not required
	<b>372 C</b>	Visual Aids - Approach lighting systems has non-working lights off Runway 19 end <b>(06/2006)</b>	“U”	3B	“A”	Not required
	<b>373 C</b>	Visual Aids -Painted arrows indicating a displaced threshold are incorrectly painted Yellow <b>(06/2006)</b>	“U”	3B	“A”	Not required
	<b>374 C</b>	The separation between the runway and parallel taxiway continues to be insufficient to permit simultaneous operations by some aircraft types. Substandard condition also introduces violations of the inner transitional obstacle limitation surface when certain aircraft taxi. <b>(06/2006)</b>	“U”	3B	“A”	Not required
	<b>376 C</b>	Pavement Maintenance - Apron pavement strength published in the AIP is incorrect – indicates flexible pavement instead of actual concrete pavement (has been copied from what is declared for the runway). Taxiway pavement strength is not published in the AIP <b>(06/2006)</b>	“U”	3B	“A”	Not required
<b>Guatemala</b>	<b>377 C</b>	Helicopter service is very frequent within GUA airspace with helicopters crisscrossing the active runway at various locations. Additionally, there exists a large number of landing helipad pads along both sides of Runway 01/19. ICAO visit in 2001 also observed simultaneous operations between aircraft on the runway and helicopter approaches at a reduced separation. <b>(06/2006)</b>	“U”	3B	“A”	Not required

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AGA Field – CAR Region</b>						
	<b>379 C</b>	Runway End Safety Areas - No runway end safety areas exist beyond both runway ends. Sufficient once properly prepared exists to declare RESAs off both runway ends. When MGTK declares RESA, several approach light units will need to become frangible. <b>(06/2006)</b>	“U”	3B	“A”	Not required
	<b>380 C</b>	Visual Aids - Remaining markings from former stopways remain; one having improperly chevron markings. <b>(06/2006)</b>	“U”	2B	“A”	Not required
	<b>382 C</b>	Visual Aids - Runway touchdown zone markings are improperly marked and Aiming Point marking is missing <b>(06/2006)</b>	“U”	3B	“A”	Not required
	<b>383 C</b>	Visual Aids - Runway side stripe markings are very faint, especially on concrete surface. <b>(06/2006)</b>	“U”	2B	“A”	Not required
	<b>384 C</b>	Visual Aid Mandatory Instruction Sign for Runway Designator is missing on turn pad at entrance to Runway End 28 <b>(06/2006)</b>	“U”	2B	“A”	Not required
	<b>385 C</b>	Jeppesen chart notes that PAPI location relative to runway threshold is unknown. RO/AGA informed that MGTK would ask COCESNA for certification documentation that PAPI is certified for operation <b>(06/2006)</b>	“U”	---	“A”	Not required * it is no longer considered a Deficiency
	<b>387 C</b>	Width is insufficient and it should be cleared of tall shrubs and small trees that exist beyond the graded portion of the runway strip. <b>(06/2006)</b>	“U”	3B	“A”	Not required
	<b>388 C</b>	One small shed exists within the graded portion of the runway strip <b>(06/2006)</b>	“U”	3B	“A”	Not required

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AGA Field – CAR Region</b>						
<b>Guatemala</b>	<b>389 C</b>	Open, very wide and very deep canal running parallel to the runway for over 100 metres that exists within the graded portion of the runway strip. Open type canals are classified as obstacles <b>(06/2006)</b>	“U”	3B	“A”	Not required
	<b>392 C</b>	Obstacles - Unused radio tower located along Runway 10/28 violates inner transitional obstacle limitation surface. <b>(06/2006)</b>	“U”	3B	“A”	Not required
	<b>395 C</b>	Rescue and Fire Fighting - RFF station lacks direct access to Runway 10/28.RO/AGA informed that MGTK will be constructing new RFF station across Runway 10/28 from the existing site having direct and clear access <b>(06/2006)</b>	“U”	3B	“A”	Not required
	<b>397 C</b>	Fencing - A wildlife preserve primarily for deer located adjacent to Runway 10/28 lacks any fencing to prohibit wildlife from entering Runway 10/28 <b>(06/2006)</b>	“U”	3B	“A”	Not required
<b>Honduras</b>	<b>179 C</b>	Runway strip length is insufficient in the southern part of the runway <b>(11/2001)</b>	“U”	3B	“A”	Not required
	<b>182 C</b>	There are no runway end safety areas at both ends of the runway <b>(11/2001)</b>	“U”	3B	“A”	Not required
	<b>184 C</b>	Obstacles infringing on the take off climb surfaces include topography and vegetation, on Runway 19 also includes fencing and road <b>(11/2001)</b>	“U”	3B	“A”	Not required
	<b>188 C</b>	A dog was observed on the runway <b>(11/2001)</b>	“U”	3B	“A”	Not required
	<b>190 C</b>	The surface of the runway has irregularities in several areas, with loose stones and rubber deposits <b>(11/2001)</b>	“U”	3B	“A”	Not required

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AGA Field – CAR Region</b>						
	<b>191 C</b>	Several birds were observed flying over the waste disposal sites reported to be located near the northeast end of the runway and overflying the runway during aircraft operations <b>(11/2001)</b>	“U”	3B	“A”	Not required
	<b>192 C</b>	Runway Strip length is insufficient <b>(11/2001)</b>	“U”	3B	“A”	Not required
	<b>194 C</b>	There are no runway end safety areas at both ends of the runway <b>(11/2001)</b>	“U”	3B	“A”	Not required
	<b>195 C</b>	Runway designation markings at both ends are incorrect because they indicate the presence of two parallel runways <b>(11/2001)</b>	“U”	3B	“A”	Not required
<b>Honduras</b>	<b>196 C</b>	Markings on the parallel taxiway are incorrect because are for a runway <b>(11/2001)</b>	“U”	3C	“A”	Not required
	<b>198 C</b>	Runway 04 has incorrect chevron markings in the area located before the threshold <b>(11/2001)</b>	“U”	3C	“A”	Not required
	<b>199 C</b>	It was reported that the extinguishing agents reserves are insufficient, the rescue equipment in vehicles is insufficient, vehicles are in poor condition, communications and alert systems are deficient and the protection equipment for the personnel is inadequate <b>(11/2001)</b>	“U”	3B	“A”	Not required
	<b>201 C</b>	Runway markings are deficient <b>(11/2001)</b>	“U”	3B	“A”	Not required
	<b>202 C</b>	Big birds were observed on the runway strip <b>(11/2001)</b>	“U”	3B	“A”	Not required
	<b>408 C</b>	Both stopways off the runway ends need proper chevron and edge markings <b>(07/2006)</b>	“U”	2B	“A”	Not required

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AGA Field – CAR Region</b>						
	<b>409 C</b>	Several curved taxiway centreline markings exiting/entering Runway 02/20 are very faint and need repainting, such as connector Taxiway D <b>(07/2006)</b>	“U”	2B	“A”	Not required
	<b>411 C</b>	Several Runway-Holding Position markings do not extend completely across the taxiway width nor connect with the taxiway side stripe markings, such as Taxiway B, Taxiway E <b>(07/2006)</b>	“U”	2B	“A”	Not required
	<b>412 C</b>	Taxiway E lacks taxi side stripes or taxiway edge lights <b>(07/2006)</b>	“U”	2B	“A”	Not required
	<b>413 C</b>	The sign for the Runway Designator and Taxiway Location, A-02, needs to be relocated and co-located with the Runway-Holding Point marking for Taxiway A <b>(07/2006)</b>	“U”	2B	“A”	Not required
	<b>417 C</b>	Canals for drainage exists in the graded portion of the runway strip are classified as objects. The long canal covered with concrete slabs adjacent the runway that starts near Runway End 20 does not have an adequate cover to support aircraft loads. An uncovered canal is adjacent to the runway closer to Runway End 02. Several rock and concrete debris piles are found adjacent to the covered canal <b>(07/2006)</b>	“U”	3B	“A”	Not required
	<b>419 C</b>	Existing apron safety lines used at gate areas are not wide enough for wingspans of narrow bodied aircraft, such as A319, A320 <b>(07/2006)</b>	“U”	2B	“A”	Not required
	<b>422 C</b>	Silver suits for fire fighters need replacement due to excessive wear, numerous, large unprotected surface areas <b>(07/2006)</b>	“U”	2C	“A”	Not required

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AGA Field – CAR Region</b>						
<b>Haiti</b>	<b>29 C</b>	Obstacles exist in the approach, take-off and transitional obstacle limitation surfaces <b>(06/2000)</b>	“U”	3B	“A”	Not required
	<b>62 C</b>	No perimeter security barrier <b>(06/2000)</b>	“U”	3B	“A”	Not required
	<b>68 C</b>	RFFS deficient <b>(06/2000)</b>	“U”	3B	“A”	Not required
	<b>69 C</b>	No AEP <b>(06/2000)</b>	“U”	3B	“A”	Not required
	<b>81 C</b>	Runway surface pavement rubber deposit accumulation.	“U”	3B	“A”	Not required
	<b>87 C</b>	Bird strikes reported <b>(03/2001)</b>	“U”	3B	“A”	Not required
<b>Jamaica</b>	<b>15 C</b>	Runway strip extension length and width at both runway ends is less than specified in Annex 14 Vol. I Sections 3.3.2 and 4 <b>(10/2000)</b>	“U”	3B	“A”	Not required
	<b>17 C</b>	Runway strip extension length on west runway end and width at both runway ends is less than specified in Annex 14 Vol. I Sections 3.3.2, 3 and 4 <b>(10/2000)</b>	“U”	3B	“A”	Not required
	<b>19 C</b>	Runway graded strip contains ponds and does not comply with the specifications in Annex 14 Vol. I, Section 3.3.16 <b>(10/2000)</b>	“U”	3B	“A”	Not required
	<b>24 C</b>	No runway end safety areas are provided on both runway ends as specified in Annex 14 Vol. I Section 3.4.1 <b>(10/2000)</b>	“U”	3B	“A”	Not required
	<b>25 C</b>	No runway end safety area is provided on the western runway end as specified in Annex 14 Vol. I Section 3.4.1 <b>(10/2000)</b>	“U”	3B	“A”	Not required
<b>Saint Kitts and Nevis</b>	<b>280 C</b>	Runway strip length at runway ends is insufficient <b>(01/2003)</b>	“U”	3B	“A”	Not required
	<b>282 C</b>	Runway end safety areas are not provided <b>(01/2003)</b>	“U”	3B	“A”	Not required
	<b>284 C</b>	The perimeter fencing is inadequate <b>(01/2003)</b>	“U”	3B	“A”	Not required

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AGA Field – CAR Region</b>						
<b>Saint Kitts and Nevis</b>	<b>286 C</b>	The runway end safety area length at the east end is insufficient <b>(01/2003)</b>	“U”	3B	“A”	Not required
	<b>289 C</b>	The perimeter fencing is inadequate <b>(01/2003)</b>	“U”	3B	“A”	Not required
<b>Saint Lucia</b>	<b>112 C</b>	Runway pavement surface severely deficient in many areas and FOD is present <b>(07/2001)</b>	“U”	3B	“A”	Not required
	<b>118 C</b>	Wind direction indicator is not illuminated <b>(07/2001)</b>	“U”	2C	“A”	Not required
	<b>120 C</b>	Runway 28 PAPI is not operational due to lack of electrical power supply <b>(07/2001)</b>	“U”	3B	“A”	Not required
<b>Mexico</b>	<b>146 C</b>	The runway end safety area on the west end of the runway is not graded. <b>(09/2001)</b>	“U”	2B	“A”	Not required
	<b>148 C</b>	The runway end safety area on the south end of runway 16/34 has vegetation and it is not graded.	“U”	2B	“A”	Not required
	<b>150 C</b>	The rescue and fire fighting category is deficient for occasional operations of B747, An-124 and A330 and regular operations of B767.	“U”	3B	“A”	Not required
	<b>152 C</b>	The centreline marking on Runway 11/29 is deficient	“U”	2B	“A”	Not required
	<b>341 C</b>	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. <b>(04/2003)</b>	“U”	3B	“A”	Not required
	<b>342 C</b>	The length of the Runway Strip 05L/23R is insufficient at both runway ends <b>(04/2003)</b>	“U”	3B	“A”	Not required
	<b>345 C</b>	The length and width of the runway end safety area of Runway 05L/23R is insufficient at both ends <b>(04/2003)</b>	“U”	3B	“A”	Not required

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AGA Field – CAR Region</b>						
	<b>349 C</b>	The runway holding positions in some taxiways do not have the required distance from the corresponding centreline <b>(04/2003)</b>	“U”	3C	“A”	Not required
<b>Mexico</b>	<b>358 C</b>	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 <b>(04/2003)</b>	“U”	3B	“A”	Not required
	<b>360 C</b>	The centreline markings of the runway, some taxiways and aprons are deficient <b>(04/2003)</b>	“U”	2B	“A”	Not required
<b>Nicaragua</b>	<b>233 C</b>	The military helicopters parked on the runway strip are obstacles <b>(03/2002)</b>	“U”	3B	“A”	Not required
	<b>235 C</b>	The threshold markings has no transversal strips in order to distinguish it from the pavement areas before the threshold <b>(03/2002)</b>	“U”	3B	“A”	Not required
	<b>236 C</b>	The platform has no safety lines <b>(03/2002)</b>	“U”	2B	“A”	Not required
	<b>238 C</b>	The runway has no visual approach slope indicator systems <b>(03/2002)</b>	“U”	3B	“A”	Not required
	<b>239 C</b>	Stopway lights are not provided <b>(03/2002)</b>	“U”	3B	“A”	Not required
	<b>241 C</b>	The existing fire fighting services station is deficient and does not have direct access to the runway <b>(03/2002)</b>	“U”	3B	“A”	Not required
	<b>243 C</b>	The runway surface is deficient and has irregularities, loose stones and rubber deposits <b>(03/2002)</b>	“U”	3B	“A”	Not required
	<b>244 C</b>	The markings on the runway and taxiway centrelines are deficient <b>(03/2002)</b>	“U”	2B	“A”	Not required

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AGA Field – CAR Region</b>						
	<b>400 C</b>	Threshold in-pavement lights are not located proper at the start of the threshold but instead located within the threshold stripes <b>(07/2006)</b>	“U”	2B	“A”	Not required
	<b>401 C</b>	Service road across from the Taxiway A entrance to Runway End 09 lacks signage information that indicates where a driver should stop for approach/departure aircraft operations <b>(07/2006)</b>	“U”	2B	“A”	Not required
	<b>404 C</b>	Both stopways lack proper markings and edge lighting. DGAC is evaluating and considering not declaring both stopways <b>(07/2006)</b>	“U”	2B	“A”	Not required
<b>El Salvador</b>	<b>80 C</b>	Excessive rubber deposit on runway surface resulting in poor friction characteristics - Ref. Annex 14, Vol. I, Section 9.4.10 <b>(2000)</b>	“U”	3B	“A”	Not required
	<b>453 C</b>	The signs do not comply with the standard <b>(09/2006)</b>	“U”	3B	“A”	Not required
	<b>455 C</b>	The strength of pavements has not been notified using the aircraft classification number - pavement classification number (ACN-PCN) Method <b>(09/2006)</b>	“U”	3B	“A”	Not required
	<b>457 C</b>	The painted markings of the main areas are faint due to the rubber accumulation on the pavement surface of the runway <b>(09/2006)</b>	“U”	3B	“A”	Not required
	<b>473 C</b>	The canal that cross through the 07 and 25 thresholds, might cause unsafe operation of aircrafts that could have a large or a short landing <b>(11/2006)</b>	“U”	3B	“A”	Not required
	<b>474 C</b>	Open drainage located longitudinally on the runway strips and taxiways are not indicated <b>(11/2006)</b>	“U”	3B	“A”	Not required
	<b>475 C</b>	The adjacent buildings to aprons are not indicated <b>(11/2006)</b>	“U”	2B	“A”	Not required

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AGA Field – CAR Region</b>						
	476 C	The curved segments of the taxiway shoulders that are not indicated <b>(11/2006)</b>	“U”	2C	“A”	Not required
	477 C	The personnel that develop the activities related to aircrafts do not wear reflective gear and the vehicles that operate in this area do not turn on their beacon <b>(11/2006)</b>	“U”	2B	“A”	Not required
	478 C	The grass is quite tall on the apron strips. <b>(11/2006)</b>	“U”	2B	“A”	Not required
	479 C	Low index of cracking on runway 07-25 and high accumulation of rubber on the pavement surface of the runway <b>(11/2006)</b>	“U”	3B	“A”	Not required
<b>Trinidad and Tobago</b>	71 C	RFFS facilities are inadequate- Ref Annex 14 Vol. I Sections 9.2.21, 22, 29 & 30 <b>(03/2001)</b>	“U”	3B	“A”	Not required
	84 C	Runway pavement surface condition deficient. Excessive rubber deposits on the runway surface <b>(03/2001)</b>	“U”	3B	“A”	Not required
	290 C	The runway strip length is insufficient at the western runway end. <b>(05/2002)</b>	“U”	3B	“A”	Not required
	291 C	No runway end safety area is provided at the western runway end <b>(05/2002)</b>	“U”	3B	“A”	Not required
<b>Trinidad and Tobago</b>	293 C	Runway 29 is not provided with a visual approach slope indicator system <b>(05/2002)</b>	“U”	3B	“B”	Not required
<b>United States</b>	158 C	Non-standard VASI is provided <b>(04/2002)</b>	“U”	2B	“B”	Not required
	279 C	No RESA is provided at the east end of Runway 08/26 <b>(10/2003)</b>	“U”	3B	“A”	Not required
	321 C	Runway 08/26 strip length is insufficient at the east end <b>(10/2003)</b>	“U”	3B	“A”	Not required
	323 C	No runway end safety area is provided at the east end of Runway 08/26 <b>(10/2003)</b>	“U”	3B	“A”	Not required
<b>Saint Vincent and the Grenadines</b>	204 C	No runway strip is provided at the east runway end <b>(12/2001)</b>	“U”	3B	“A”	Not required
	206 C	No runway end safety area is provided at the east runway end <b>(12/2001)</b>	“U”	3B	“A”	Not required

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AGA Field – CAR Region</b>						
	207 C	Length and width of the runway end safety area at the west runway end is insufficient (12/2001)	“U”	3B	“A”	Not required
	209 C	Obstacles infringing on the Runway 07 take off climb obstacle limitation surface include fencing, roads, terrain, buildings and vegetation (12/2001)	“U”	3B	“A”	Not required
	213 C	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 (12/2001)	“U”	3B	“A”	Not required
	214 C	Rescue and fire-fighting Category should be 7, minimum 6, for B727 operations (12/2001)	“U”	3B	“A”	Not required
	215 C	Runway sides, taxiway and apron pavement surfaces severely deficient in many areas and FOD is present (12/2001)	“U”	3B	“A”	Not required
	216 C	Runway 07 designation and threshold markings are faded (12/2001)	“U”	2B	“A”	Not required
	219 C	Runway strip length at east runway end is insufficient (12/2001)	“U”	3B	“A”	Not required
	220 C	Take-off obstacle limitation surface contains severe infringements by terrain and vegetation based on runway take-off declared distance published in AIP (12/2001)	“U”	3B	“A”	Not required
	221 C	No stolport designation marking is provided at the Runway 09 threshold (12/2001)	“U”	2B	“A”	Not required
	222 C	No stolport emergency plan exists (12/2001)	“U”	3B	“A”	Not required

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AGA Field – CAR Region</b>						
<b>Saint Vincent and the Grenadines</b>	<b>223 C</b>	The present position of the rescue and fire-fighting vehicle on the western edge of the apron is remote from personnel and does not have direct access to the runway and Security personnel double up as RFFS personnel <b>(12/2001)</b>	“U”	3B	“A”	Not required

**Table 01 - Reclassification of the “U” type deficiencies – CAR Region**

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AIS Field – CAR Region</b>						
Aruba	<b>29C</b>	Implementation of the WGS-84 is ongoing.	“U”	“3C”	A	Not required.
	<b>96C</b>	Lack of highest priority for printing of AIS publications.	“U”	“3C”	A	Not required.
Bahamas	<b>7C</b>	Lack of regular and effective updating of the AIP Document.	“U”	“3C”	A	Not required.
	<b>17C</b>	Timely distribution of the information through NOTAM.	“U”	“3C”	A	Not required.
	<b>30C</b>	Implementation of the WGS-84 is ongoing.	“U”	“3C”	A	Not required.
Belize	<b>31C</b>	Lack of implementation of the WGS-84.	“U”	“3C”	A	Not required.
	<b>273C</b>	Lack of highest priority for printing of AIS publications.	“U”	“3C”	A	Not required.
Costa Rica	<b>33C</b>	Partial implementation of the WGS-84.	“U”	“3C”	A	Not required.
Dominican Republic	<b>34C</b>	Partial implementation of the WGS-84.	“U”	“3C”	A	Not required.
El Salvador	<b>35C</b>	Partial implementation of the WGS-84.	“U”	“3C”	A	Not required.
Guatemala	<b>36C</b>	Partial implementation of the WGS-84.	“U”	“3C”	A	Not required.
Honduras	<b>267C</b>	Lack of production of the World Aeronautical Chart ICAO 1:1000000.	“U”	“3C”	A	Not required.
	<b>101C</b>	Lack of highest priority for printing of AIS publications.	“U”	“3C”	A	Not required.
Jamaica	<b>14C</b>	Lack of regular and effective updating of the AIP Document.	“U”	“3C”	A	Not required.
	<b>25C</b>	Timely distribution of the information through NOTAM.	“U”	“3C”	A	Not required.
	<b>39C</b>	Lack of implementation of the WGS-84.	“U”	“3C”	A	Not required.
Mexico	<b>26C</b>	Timely distribution of the information through NOTAM.	“U”	“3C”	A	Not required.

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>AIS Field – CAR Region</b>						
	<b>311C</b>	Lack of effective compliance with the AIRAC system requirement.	“U”	“3C”	A	Not required.
	<b>40C</b>	Lack of implementation of the WGS-84.	“U”	“3C”	A	Not required.
Netherlands Antilles	<b>41C</b>	Lack of implementation of the WGS-84.	“U”	“3C”	A	Not required.
Nicaragua	<b>42C</b>	Lack of implementation of the WGS-84.	“U”	“3C”	A	Not required.
Turks and Caicos Islands	<b>28C</b>	Timely distribution of the information through NOTAM.	“U”	“3C”	A	Not required.
CAR/SAM	<b>309C</b>	Lack of completion of the WGS-84 system implementation.	“U”	“3C”	A	Not required.

**Table 01 - Reclassification of the “U” type deficiencies – CAR Region**

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>ATM Field – CAR Region</b>						
Anguilla	<b>34C</b>	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.	“U”	“3B”	A	Not required.
Bahamas	<b>18C</b>	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.	“U”	“3B”	A	Not required.
Belize	<b>4C</b>	Some segments of ATS routes of the FIR do not count yet with ATS at the required levels.	“U”	“3B”	A	Not required.
	<b>20C</b>	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.	“U”	“3B”	A	Not required.
British Virgin Islands	<b>42C</b>	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.	“U”	“3B”	A	Not required.
Dominica	<b>40C</b>	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.	“U”	“3B”	A	Not required.
Dominican Republic	<b>23C</b>	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.				
El Salvador	<b>8C</b>	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 incidents.	“U”	“3B”	A	Not required.

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>ATM Field – CAR Region</b>						
	<b>24C</b>	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.	“U”	“3B”	A	Not required.
Grenada	<b>25C</b>	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.	“U”	“3B”	A	Not required.
Guatemala	<b>9C</b>	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	“U”	“3B”	A	Not required.
	<b>26C</b>	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.	“U”	“3B”	A	Not required.
Honduras	<b>10C</b>	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.				
	<b>28C</b>	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 regards to ATS incidents.	“U”	“3B”	A	Not required.
Montserrat	<b>37C</b>	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.	“U”	“3B”	A	Not required.

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>ATM Field – CAR Region</b>						
Nicaragua	<b>12C</b>	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	“U”	“3B”	A	Not required.
	<b>1C</b>	Some segments of ATS routes of the FIR do not count yet with ATS at the required levels.	“U”	“3B”	A	Not required.
	<b>31C</b>	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.	“U”	“3B”	A	Not required.
Saint Kitts and Nevis	<b>41C</b>	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.	“U”	“3B”	A	Not required.
Saint Lucia	<b>32C</b>	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.	“U”	“3B”	A	Not required.
Trinidad and Tobago	<b>33C</b>	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.	“U”	“3B”	A	Not required.
Turks and Caicos Islands	<b>39C</b>	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.	“U”	“3B”	A	Not required.

**Table 01 - Reclassification of the “U” type deficiencies – CAR Region**

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>CNS Field – CAR Region</b>						
<b>Mexico</b>	<b>54 C</b>	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. <b>(01/2002)</b>	“U”	5B	“A”	Not required
<b>Trinidad and Tobago</b>	<b>22 C</b>	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. <b>(03/2001)</b>	“U”	5C	“B”	Not required

**Table 01 - Reclassification of the “U” type deficiencies – CAR Region**

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>MET Field – CAR Region</b>						
<b>El Salvador</b>	<b>15 C</b>	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chap. 2, Standard 2.1.5)	“U”	4C	“A”	Not required
<b>Haiti</b>	<b>2 C</b>	SIGMET information (Annex 3, Part I, Chap. 7, Standard 7.1.1) ( <b>May/96</b> )	“U”	4C	“A”	Not required
<b>Honduras</b>	<b>81 C</b>	Establishment of meteorological watch office (MWO) (Annex 3, App. 3, Standard 3.4.1 and Table MET 2B of CAR/SAM FASID). ( <b>Sep/05</b> )	“U”	4C	“A”	Not required
<b>Jamaica</b>	<b>4 C</b>	SIGMET information (Annex 3, Part I, Chap. 7, Standard 7.1.1) ( <b>May/96</b> )	“U”	4C	“A”	Not required
<b>Netherlands Antilles</b>	<b>5 C</b>	SIGMET information (Annex 3, Part I, Chap. 7, Standard 7.1.1) ( <b>May/96</b> )	“U”	4C	“A”	Not required

**Table 01 - Reclassification of the “U” type deficiencies – CAR Region**

State	ID	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
<b>SAR Field – CAR Region</b>						
Haiti	<b>1C</b>	SRR/RCC not implemented.	“U”	“3B”	“A”	Not required.
Trinidad and Tobago	<b>2C</b>	SAR partially implemented.	“U”	“3B”	“A”	Not required

**TABLE 02 - RECLASSIFICATION OF THE “U” TYPE DEFICIENCIES – SAM REGION**

**Table 02 - Reclassification of the “U” type deficiencies – SAM Region**

<b>Area</b>	<b>State</b>	<b>Deficiency</b>	<b>Current Classification</b>	<b>Risk Index</b>	<b>New Classification</b>	<b>“Last Resort Actions”</b>
AGA	Argentina	<b>220 S</b> – Last aerodrome emergency exercise was conducted on 9 NOV 2000 ( <b>DIC 02</b> )	“U”	3B	“A”	Not required
	Brazil	<b>494 S</b> – The reserve supply of complementary agent was below 200 % ( <b>AGO 06</b> )	“U”	3B	“A”	Not required
		<b>493 S</b> – High vegetation on the RWY and TWY strips ( <b>AGO 06</b> )	“U”	3B	“A”	Not required
		<b>476 S</b> – ANP requires RFF CAT 6. It is CAT 2 ( <b>AGO 06</b> )	“U”	3B	“A”	Not required
		<b>492 S</b> -ANP requires RFF CAT 3. It is CAT 1 ( <b>AGO 06</b> )	“U”	3B	“A”	Not required
		Colombia	<b>454 S</b> – Depression between threshold and threshold lights (ends of RWY 13L/31R – ( <b>SEP 05</b> ))	“U”	3C	“A”
	<b>455 S</b> – Threshold lights are displaced about 6 to 8 m from the threshold in both ends (RWY 13L/31R - ( <b>SEP 05</b> ))		“U”	2B	“A”	Not required
	<b>448 S</b> – Emergency operations center not well structured ( <b>SEP 05</b> )		“U”	3B	“A”	Not required

Continue

Table 02 - Continuation

Area	State	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
AGA	Ecuador	459 S – Apron/runway/ taxiway vertical sings are not complete (OCT 05)	“U”	3B	“A”	Not required
		328 S – There is no updated Airport Emergency Plan (MAY 03)	“U”	3B	“A”	Not required
	Paraguay	24 S – The main RWY pavement is in process of deterioration (1997)	“U”	3B	“A”	Not required
	Panamá	462 S – Weak coordination between DGAC area AGA en Tocumen S.A. (ABR 06)	“U”	3B	“A”	Not required
	Suriname	429 S – No emergency plans at airports (JUN 05)	“U”	3B	“A”	Not required
		231 S – The aerodrome does not have RFF. The Regional ANP recommends Category 3 (NOV 02)	“U”	3B	“A”	Not required
	Venezuela	424 S – Rubber built-up on the first third of RWY 10 – (DIC 04)	“U”	3B	“A”	Not required
		427 S – 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 - (DIC 04)	“U”	3B	“A”	Not required
		460 S – Last full-scale aerodrome emergency exercise in 02 MAR 03 (ABR 06)	“U”	3B	“A”	Not required
		461 S – Reserve supply of foam concentrate and complementary agent is 134 % - (ABR 06)	“U”	3B	“A”	Not required
		392 S – Emergency plans are not updated & no good facilities for Emergency Operations Centre (DIC 04)	“U”	3B	“A”	Not required
		93 S – There is currently no emergency plan available – (2001)	“U”	3B	“A”	Not required

Continue

Table 02 - Continuation

Area	State	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
AGA	Venezuela	<b>26 S</b> – Slippery runway surface at RWY 09, in the first 1000 m – <b>(1996)</b>	“U”	3B	“A”	Not required
		<b>73 S</b> – Heavy rubber deposits on the runway 09/27 – <b>(2001)</b>	“U”	3B	“A”	Not required
		<b>74 S</b> – Overall condition of runway 08/26 is very poor. All types of cracks, potholes, rutting, vegetation growth, ravelling do exist, runway to rough – <b>(2001)</b>	“U”	3B	“A”	Not required
		<b>75 S</b> – Cracks and vegetation growth on the taxiways, no pavement maintenance. Presence of FOD (loose aggregates) <b>(2001)</b>	“U”	3B	“A”	Not required
		<b>80 S</b> – There are no windsocks located near runway 27L or 26 - <b>(2001)</b>	“U”	2B	“A”	Not required
		<b>83 S</b> – There is no windsock located near runway 28 - <b>(2001)</b>	“U”	2B	“A”	Not required
		<b>85 S</b> – Threshold and runway designation markings are faded - <b>(2001)</b>	“U”	3B	“A”	Not required
		<b>86 S</b> – No windsock is located at runway 27 - <b>(2001)</b>	“U”	2B	“A”	Not required
		<b>28 S</b> – No PAPI at RWY 20 - <b>(1996)</b>	“U”	2B	“A”	Not required
		<b>27 S</b> – PAPI on RWY 09 unreliable - <b>(1996)</b>	“U”	2B	“A”	Not required

Continue

Table 02 - Continuation

Area	State	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
ATM	Argentina	<b>1 S</b> - English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35 ( <b>Oct-95</b> )	“U”	4C	“A”	Not required
	Brazil	<b>36 S</b> - Unmanned free balloons (Annex 2, Chapter 3, para. 3.1.9) ( <b>2004</b> )	“U”	3D	“A”	Not required
	Ecuador	<b>5 S</b> English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35 ( <b>Oct.95</b> )	“U”	4C	“A”	Not required
	Paraguay	<b>10 S</b> English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35 ( <b>Oct-95</b> )	“U”	4C	“A”	Not required
		<b>21 S</b> – Use of the aeronautical phraseology ( <b>2004</b> )	“U”	4C	“A”	Not required
	Uruguay	<b>11 S</b> English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35 ( <b>2003</b> )	“U”	4C	“A”	Not required
		<b>23 S</b> – Use of the aeronautical phraseology ( <b>2003</b> )	“U”	4C	“A”	Not required
		<b>27 S</b> - English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	“U”	4C	“A”	Not required
	Venezuela	<b>25 S</b> – Use of the aeronautical phraseology ( <b>2002</b> )	“U”	4C	“A”	Not required

Continue

Table 02 - Continuation

Area	State	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
AIM	Bolivia	<b>7S</b> – ICAO Annex 15, Para. 3.4.4.1 - <b>16 S</b> (ICAO Annex 4) - Need to comply with effective and total implementation and production of all required aeronautical charts under the WGS-84 <b>(2003)</b>	“U”	3D	“A”	Not required
		<b>27 S</b> – ICAO Annex 15, Chapter 6; ANP (Doc. 8733) Par. 46 - 49. - Need for an effective implementation of AIRAC requirements <b>(2004)</b>	“U”	3D	“A”	Not required
	Ecuador	<b>32 S</b> - ICAO Annex 15, Chapter 6; ANP (Doc. 8733) Par. 45 - Need for implementation of AIRAC requirements. <b>(2006)</b>	“U”	3D	“A”	Not required
	Guyana	<b>9 S</b> ICAO Annex 15, Para. 3.4.4.1 - <b>20 S</b> (ICAO Annex 4) Need to comply with effective and total implementation and production of all required aeronautical charts under the WGS-84 <b>(2003)</b>	“U”	3D	“A”	Not required
	Suriname	<b>13 S</b> - ICAO Annex 15, Para. 3.4.4.1 - Need to comply with effective and total implementation of the WGS-84. <b>(2005)</b>	“U”	3D	“A”	Not required

Table 02 – Continuation

<b>Area</b>	<b>State</b>	<b>Deficiency</b>	<b>Current Classification</b>	<b>Risk Index</b>	<b>New Classification</b>	<b>“Last Resort Actions”</b>
AIM	Suriname	<b>31 S</b> - ICAO Annex 15, Chapter 6; ANP (Doc. 8733) Par. 45 - Need for implementation of AIRAC requirements. <b>(2005)</b>	<b>“U”</b>	3D	<b>“A”</b>	Not required
	Venezuela	<b>14 S</b> - ICAO Annex 15, Para. 3.4.4.1 Need to comply with effective and total implementation of the WGS-84. <b>(2005)</b>	<b>“U”</b>	3D	<b>“A”</b>	Not required

Table 02 - Continuation

Area	State	Deficiency	Current Classification	Risk Index	New Classification	“Last Resort Actions”
MET	Bolivia	<b>30 S</b> Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chap. 2, Standard 2.1.5)	“U”	4C	“A”	Not required
	Colombia	<b>32 S</b> Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chap. 2, Standard 2.1.5)	“U”	4C	“A”	Not required
	Guyana	<b>28 S</b> SIGMET information (Annex 3, Part I, Chap. 7, Standard 7.1.1)	“U”	5B	“A”	Not required
	Panama	<b>81 S</b> Aeronautical meteorological stations and observations (Annex 3, Part I, Chap. 4, Standard 4.1.1)	“U”	5B	“A”	Not required
	Paraguay	<b>36 S</b> Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chap. 2, Standard 2.1.5)	“U”	4C	“A”	Not required
	Suriname	<b>58 S</b> SIGMET information (Annex 3, Part I, Chap. 7, Standard 7.1.1)	“U”	5B	“A”	Not required
		<b>59 S</b> Surface wind (Annex 3, Standard 4.1.2.1)	“U”	5B	“A”	Not required
	Uruguay	<b>39 S</b> Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chap. 2, Standard 2.1.5)	“U”	4C	“A”	Not required

## **APPENDIX A**

### **OUTSTANDING DEFICIENCIES**

# OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>ARG Argentina</b>										
AGA 220 SAM	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	12 / 2002	Detected during mission conducted by ICAO Secretariat	U	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	11 / 2004	
<b>BRA Brasil</b>										
AGA 476 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Pontapora Int'l	ANP requires RFF CAT 6. It is CAT 2	8 / 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/07 of its respective Report)	U	Upgrade RFF to CAT 6	BRAZIL/ANAC/INFRAERO	/	
AGA 492 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Rubem Berta Int'l	ANP requires RFF CAT 3. It is CAT 1	8 / 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/23 of its respective Report)	U	Update RFF to CAT 3	BRAZIL/ANAC/INFRAERO	/	
AGA 493 SAM	Annex 14, Vol. I, Ch. 9; Doc 9137-AN/898, Parts 3 & 8	BRAZIL/ANAC/INFRAERO/Rio de Janeiro Int'l	High vegetation on the RWY and TWY strips	8 / 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/24 of its respective Report)	U	Cut and Keep vegetation at adequate height	BRAZIL/ANAC/INFRAERO	/	
AGA 494 SAM	Annex 14, Vol. I, Ch. 9	BRAZIL/ANAC/INFRAERO/Rio de Janeiro Int'l	The reserve supply of complementary agent was below 200 %	8 / 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/25 of its respective Report)	U	Maintain the 200 % minimum supply of complementary agent	BRAZIL/ANAC/INFRAERO	/	
<b>COL Colombia</b>										
AGA 448 SAM	Annex 14, Vol. I, Ch. 9	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int'l Airport	Emergency operations center not well structured	10 / 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/01 of its respective Report)	U	Emergency operations center and emergency plan are not well structured. "PENDING ACTION PLAN"	AEROCIVIL/BOGOTA/El Dorado Int'l Airport	/	Reclassified in 01FEB08 as deficiency "A" according to the GANDD new procedure (GREPECAS fast track)
AGA 454 SAM	Annex 14, Vol. I, Ch. 3	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int'l Airport	Depression between threshold and threshold lights (ends of RWY 13L/31R)	10 / 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/07 of its respective Report)	U	Eliminate depression between threshold and threshold lights. "PENDING ACTION PLAN"	AEROCIVIL/BOGOTA/El Dorado Int'l Airport	/	Reclassified in 01FEB08 as deficiency "A" according to the GANDD new procedure (GREPECAS fast track)

# OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 455 SAM	Annex 14, Vol. I, Ch. 5	COLOMBIA/AEROCIVIL/BOGOTA/EI Dorado Int'l Airport	Threshold lights are displaced about 6 to 8 m from the threshold in both ends (RWY 13L/31R)	10 /2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/08 of its respective Report)	U	Install the threshold lights at the right position. "PENDING ACTION PLAN"	AEROCIVIL/BOGOTA/EI Dorado Int'l Airport	/	Reclassified in 01FEB08 as deficiency "A" according to the GANDD new procedure (GREPECAS fast track)

### ECU Ecuador

AGA 306 SAM	Emergency Plans (Annex 14, Vol. I, Ch. 9)	ECUADOR/DAC	The emergency plans are not updated	5 /2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/05 of its respective Report)	U	Update emergency plans "PENDING ACTION PLAN" The information "The emergency plans administrated by DGAC are updated every year after the general exercises" of the Doc DGAC-j-025-04, 25 JUN 2004 is in conflict with was informed by the DGAC personnel during the above mentioned mission. ACTION PLAN: Quito & Guayaquil have updated emergency plans. Manta and Latacunga will be required to do so in 2006 (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/DAC	/ 2006	
AGA 328 SAM	Emergency Plans (Annex 14, Vol. I, Ch. 9)	ECUADOR/GUAYAQUIL/Simón Bolívar	There is no updated Airport Emergency Plan	5 /2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/28 of its respective Report)	U	Urgently provide and approve an updated Airport Emergency Plan "PENDING ACTION PLAN"	ECUADOR/DAC	/	
AGA 459 SAM	Annex 14, Vol. I, Ch. 5	ECUADOR/DAC/QUIP ORT	Apron/runway/ taxiway vertical signs are not complete	10 /2005	ICAO regular mission (26-27/SEP/2005, Recommended Action AGA/01 of its respective Report)	U	Provide adequate apron/runway/ taxiway vertical signs	ECUADOR/DAC/QUIP ORT	/	

### PRY Paraguay

AGA 24 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Paraguay, Aerodrome of Asuncion/Silvio Pettrossi	The main RWY pavement is in process of deterioration	/1997	Detected during mission conducted by ICAO Secretariat Fax letter 22 NOV 2002, from Paraguay	U	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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## OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 462 SAM	Annex 14, Vol. I	PANAMA/DGAC/TOCUMEN S.A.	Weak coordination between DGAC area AGA en Tocumen S.A.	4 /2006	ICAO regular mission (26-28/APR/06, New Recommended Action AGA/01 of its respective Report)	U	Improve the coordination between DGAC AGA area and Tocumen S.A.	PANAMA/DGAC/TOCUMEN S.A.	/	
<b>SUR Suriname</b>										
AGA 231 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Suriname/NEW NICKERIE/Maj. Fernandes Aerodrome	The aerodrome does not have RFF. The Regional ANP recommends Category 3	11 /2002	Detected during mission conducted by ICAO Secretariat	U	Provide RFF Category 3 for the aerodrome and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname	/	
AGA 429 SAM	Annex 14, Vol. I, Ch. 9 and Doc 9137-AN/898, Part 7	SURINAME/CAA	No emergency plans at airports	6 /2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/01 of its respective Report)	U	Implement emergency plans at airports	CAA	/	
<b>VEN Venezuela</b>										
AGA 26 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, MARGARITA/Del Caribe Aerodrome	Slippery runway surface at RWY 09, in the first 1000 m	/1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	U	Improve the RWY surface with grooving "PENDING ACTION PLAN"	Venezuela	/	
AGA 27 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5)	Venezuela, CARACAS/Maiquetia Aerodrome	PAPI on RWY 09 unreliable	/1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	U	Verify "PENDING ACTION PLAN"	Venezuela	/	
AGA 28 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5)	Venezuela, MARACAIBO/La Chinita Aerodrome	No PAPI at RWY 20	/1996	IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	U	Implement the facility "PENDING ACTION PLAN"	Venezuela	/	
AGA 73 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, CARACAS/Maiquetia Aerodrome	Heavy rubber deposits on the runway 09/27	/2001	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001	U	Remove the rubber deposits "PENDING ACTION PLAN"	Venezuela	/	
AGA 74 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, CARACAS/Maiquetia Aerodrome	Overall condition of runway 08/26 is very poor. All types of cracks, potholes, rutting, vegetation growth, ravelling do exist, runway to rough	/2001	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001	U	Reconstruct runway 08/26 immediately "PENDING ACTION PLAN"	Venezuela	/	
AGA 75 SAM	TWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, CARACAS/Maiquetia Aerodrome	Cracks and vegetation growth on the taxiways, no pavement maintenance. Presence of FOD (loose aggregates)	/2001	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001	U	Reconstruct the taxiways "PENDING ACTION PLAN"	Venezuela	/	
AGA 80 SAM	Visual aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP)	Venezuela, CARACAS/Maiquetia Aerodrome	There are no windsocks located near runway 27L or 26	/2001	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001	U	Install a windsock for runways 27L and 26 "PENDING ACTION PLAN"	Venezuela	/	

## OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 83 SAM	Visual aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP)	Venezuela, VALENCIA/Valencia Intl. Airport	There is no windsock located near runway 28	/2001	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001	U	Install a windsock for runway 28 "PENDING ACTION PLAN"	Venezuela	/	
AGA 85 SAM	Visual aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP)	Venezuela, MARGARITA, Margarita Intl. Airport	Threshold and runway designation markings are faded	/2001	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001	U	Threshold and runway designation markings should be repainted "PENDING ACTION PLAN"	Venezuela	/	
AGA 86 SAM	Visual aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP)	Venezuela, MARGARITA, Margarita Intl. Airport	No windsock is located at runway 27	/2001	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001	U	Install a windsock for the runway 27 "PENDING ACTION PLAN"	Venezuela	/	
AGA 93 SAM	Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap.9)	Venezuela, BARCELONA, Barcelona Intl. Airport	There is currently no emergency plan available	/2001	IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001	U	Develop emergency plan and disseminate it among the aviation community "PENDING ACTION PLAN"	Venezuela	/	
AGA 392 SAM	Annex 14, Vol. I, Ch. 9	VENEZUELA/INAC	Emergency plans are not updated & no good facilities for Emergency Operations Centre	12 /2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/04 of its respective Report)	U	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	12 / 2005	
AGA 424 SAM	Annex 14, Vol. I, Ch. 10	VENEZUELA/INAC/IA AIM	Rubber built-up on the first third of RWY 10	12 /2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/36 of its respective Report)	U	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	5 / 2006	

## OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 427 SAM Annex 14, Vol. I, Ch. 4		VENEZUELA/INAC/IA AIM	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	12 /2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/39 of its respective Report)	U	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	3 / 2006	
AGA 460 SAM Annex 14, Vol. I, Ch. 9		VENEZUELA/INAC/IA AIM	Last full-scale aerodrome emergency exercise in 02 MAR 03	4 /2006	ICAO regular mission (24-26/APR/06, New Recommended Action AGA/01 of its respective Report)	U	Plan and develop, urgently, a complete exercise for the emergency plan "PENDING ACTION PLAN"	VENEZUELA/INAC/IAAIM	/	
AGA 461 SAM Annex 14, Vol. I, Ch. 9		VENEZUELA/INAC/IA AIM	Reserve supply of foam concentrate and complementary agent is 134 %	4 /2006	ICAO regular mission (24-26/APR/06, New Recommended Action AGA/02 of its respective Report)	U	Maintain 200 % minimum reserve of foam concentrate and complementary agent "PENDING ACTION PLAN"	VENEZUELA/INAC/IAAIM	/	

## OUTSTANDING DEFICIENCIES

### REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE *AIS* FIELD IN THE *CAR/SAM*

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AIS 309	CAR/SAM complete WGS-84 implementation	This problem exists in the CAR/SAM Regions	Aerodromes, Air Routes and Ground Aid	0 /	GREPECAS AIS/MAP/SG	U	Need to implement the WGS-84 Geodetic System	States	0 /	

## OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>ARG Argentina</b>										
AIS	35 SAM Annex 15; 3.6.1 English language	Argentina	Requirement to use English for plain language texts in AIS publications	/2004	SAM RO Records..	U	Action Plan (2006) indicated that relevant action is being taken on the matter. NOTAM impl. 100%; AIP 30%	Indicated State.	/	
<b>BRA Brasil</b>										
AIS	2 SAM ICAO Annex 15, Chapter 4; [Appendix 1, ENR 6 and AD 2.24]. Restructured AIP	Brazil	Need to issue the AIP document under a restructured format. [It is required that Enroute chart be included in AIP/ENR 6 section; and that all aeronautical charts related with the international airports, be also included in section AIP/AD 2.24.	/1998	SAM Office records.	U	Action Plan (2004) not indicated what action is being taken on the matter.	Indicated State	/	
AIS	7 SAM 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.	/1998	SAM RO Records..	U	Action Plan (2006) 40% implemented	Indicated State	/	
AIS	16 SAM ICAO Annex 4. WGS-84.Geodetic System	Bolivia	.Need for production of all required aeronautical charts under the WGS-84 system.	/1998	SAM RO records.	U	Action Plan (2006) 40% implemented	Indicated State	/	
AIS	27 SAM ICAO Annex 15, Chapter 6; ANP (Doc. 8733) Par. 46 - 49. Sistema AIRAC.	Bolivia	Need for an effective implementation of AIRAC requirements	/1994	SAM RO Records.	U	Action Plan (2006) 90% implemented	Indicated State	/	
<b>ECU Ecuador</b>										
AIS	19 SAM ICAO Annex 4; Annex 15, Para. 3.6.4.1 and 3.6.4.2. WGS-84.Geodetic System	Ecuador	Lack of total implementation of the WGS-84 system, mainly concerning requirements as the the publication of the geoid undulation as it is required.	/1998	SAM RO records.	U	Action plan 2006 80% implemented	Indicated State	/	
AIS	32 SAM ICAO Annex 15, Chapter 6; ANP (Doc. 8733) Par. 45.	Ecuador	Need for implementation of AIRAC requirements.	/1996	SAM RO Records.	U	Action plan 2006 20% implemented	Indicated State.	/	
<b>GUY Guyana</b>										
AIS	9 SAM 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.	/1998	SAM RO Records..	U	Actiona Plan (2004) 60% implemented	Indicated State	/	
AIS	20 SAM ICAO Annex 4. WGS-84.Geodetic System	Guyana	Need for production of all required aeronautical charts under the WGS-84 system.	/1998	SAM RO records.	U	Action Plan (2004) 80% implemented.	Indicated State	/	

## OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>SUR Suriname</b>										
AIS	13 SAM 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.	/	SAM RO Records..	U	Action plan 2005. Ongoing	Indicated State	/	
AIS	31 SAM CAO Annex 15, Chapter 6; ANP (Doc. 8733) Par. 46 - 49. Sistema AIRAC.	Suriname	Need for an effective implementation of AIRAC requirements.	/	SAM RO Records.	U	Action Plan (2005). 80% implemented	Indicated State	/	
<b>VEN Venezuela</b>										
AIS	14 SAM 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.	/	SAM RO Records..	U	Action plan (2006) Ongoing	Indicated State	/	
AIS	231 SAM CAR-SAM ANP Part VIII (AIS); Para. 65, 66, 67, 68 AND 69. Regional AIS automated system	Venezuela	Requirement for implementation of automated system at the AIS services, in agreement with the indicated in the CAR/SAM Air Navigation Plan..	/	Records SAM Office.	U	Action Plan (2006) Ongoing	Indicated State	/	

## OUTSTANDING DEFICIENCIES

### REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE *ATM* FIELD IN THE *SAM*

IDENTIFICATION			DEFICIENCY				ACTION PLAN				
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks	
1	2	3	4	5	6	7	8	9	10	11	
<b>ARG Argentina</b>											
ATM	1 SAM	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).	10/1995	GREPECAS/5	U	During the mission of 2006 note was taken on the English proficiency programme in ATS (PRONACEII) implemented. DHA habitates personnel and establishes the initial and recurrent evaluation system. The Regiones Aéreas evaluate locally and supervise personnel. DTA coordinates periodical evaluation.	CRA Argentina	/	Annex 1 Level 4 is expected to be achieved for 2009-2010
<b>BRA Brasil</b>											
ATM	36 SAM	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	Reported by IATA during the ASB/5	U	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	/	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.
<b>ECU Ecuador</b>											

## OUTSTANDING DEFICIENCIES

### REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE *ATM* FIELD IN THE *SAM*

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ATM 5 SAM	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Ecuador	The proficiency in the English language of some ATC units is below the desired level and could be a contributory factor for the occurrence of incidents and/or aeronautical accidents. (Annex 1).	10 / 1995	GREPECAS/5	U	1) Incorporate personnel with a good level of colloquial English. 2) Establish a training plan and recurrence of the English language. (Mission 2003: State is encouraged to continue with training plan).	CAD Ecuador	/	Ecuador informed that its controllers have not been able to reach level 4 of the language proficiency foreseeing its finalization by 2007.
<b>PRY Paraguay</b>										
ATM 10 SAM	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)	10 / 1995	GREPECAS/5	U	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	/	Paraguay informed that the solution is foreseen by 2007.
ATM 21 SAM	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	9 / 2000	ATM/SAR 02/00-SAM Meeting.	U	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	/	Paraguay informed that the solution is foreseen by 2006.
<b>URY Uruguay</b>										
ATM 11 SAM	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)	10 / 1995	GREPECAS/5	U	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 reinitiated 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	/	Uruguay informed that a training system for air traffic controllers in English language proficiency foreseeing its solution by 2007.

## OUTSTANDING DEFICIENCIES

### REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE *ATM* FIELD IN THE *SAM*

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ATM 23 SAM	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	9 /2000	ATM/SAR 02/00-SAM Meeting.	U	1) Implement a continuous training and updating plan. 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	/	Uruguay informed that a training process on the use of aeronautical phraseology for air traffic controllers has been implemented, foreseeing its solution by 2006.
<b>VEN Venezuela</b>										
ATM 25 SAM	Use of the aeronautical phraseology	Venezuela	In general, the use of aeronautical phraseology does not meet the required levels and is a relevant factor with regard to ATS incidents.	9 /2000	ATM/SAR 02/00-SAM Meeting.	U	1) Implement a continuous training and updating plan. 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	/	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.
ATM 27 SAM	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)	10 /1995	GREPECAS/5	U	1) Incorporate personnel with a good level of colloquial English. 2) Establish a training plan and recurrence of the English language. (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	/	Venezuela informed that a continuing process for training of air traffic controllers has been implemented, foreseeing its solution by 2008.

## OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>MEX Mexico</b>										
CNS 54 CAR	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.	1 / 2002	RO/ATM mission	U	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	0 /	Budget specific approval for this purpose.
<b>TTO Trinidad and Tobago</b>										
CNS 22 CAR	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.	3 / 2001	Reported by the CAR/SAM AIS/ATM/CNS 02/00 Informal Meeting and examined by the 26th and 27th Eastern Caribbean Informal Working Group.	U	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.	9 / 2005	

## OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>ARG Argentina</b>										
CNS 11 SAM	Aeronautical Mobile Service Plan. Table CNS 1A. Lack of HF communications coverage in the Ezeiza FIR, Oceanic Sector	Argentina	Deficiencies in the HF communications have been identified in the oceanic part of the Ezeiza FIR.	9 / 1994	GREPECAS/4. IATA Report.	U	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	/	Installation of a module in the Ezeiza ACC that permit the selection of more than one HF frequency.
<b>ECU Ecuador</b>										
CNS 28 SAM	Aeronautical Mobile Service Plan. Table CNS 1A. Lack of VHF communications in the Guayaquil FIR	Ecuador	Lack of VHF coverage in Guayaquil ACC.	6 / 2004	IATA report	U	Ecuador assured the deficiency will be resolved by September 2004	State	10 / 2007	During the last CNS mission (October 2007) information was received that with the implementation of new VHF remote stations for Guayaquil ACC they have their entire FIR VHF coverage.
<b>VEN Venezuela</b>										
CNS 14 SAM	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	5 / 2001	AP/ATM/2 meeting.	U	A NEW VHF COMMUNICATION SYSTEM FOR MAIQUETIA ACC WAS ACQUIRED THROUGH THE ICAO TECHNICAL COOPERATION WITH THE AIM TO GUARANTEE THE COMPLETE COVERAGE OF THE ACC .	Venezuela CAA	10 / 2007	Information was received during the last CNS mission (October 2007) that all the remote VHF station of Maiquetia ACC were installed and in this moment they count a total VHF coverage.

## OUTSTANDING DEFICIENCIES

### REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE *MET* FIELD IN THE *CAR*

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>SLV El Salvador</b>										
MET 15	CAR Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part 1, Chapter 2, standard 2.1.5)	El Salvador	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49 . Personnel not qualified is making MET observations and reports	11 /2007	Review the functions and training of the aeronautical meteorologist.	U	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States	0 /	
<b>HTI Haiti</b>										
MET 2	CAR SIGMET information (Annex 3, Haiti Part I, Chapter 7, standard 7.1.1)		Not all SIGMET messages are prepared based on the procedures established by ICAO.	5 /1996	a) Implement the COM/MET SIP recommendations for the CAR Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	U	Ensure the correct elaboration of SIGMETs and their dissemination in accordance with the requirements of Table MET 2A.	State	4 / 2003	
MET 81	CAR Establishment of a meteorological watch office (MWO) (Annex 3, App. 3, Estándar 3.4.1 and Table MET 2B of CAR/SAM FASID).	Honduras	Honduras does not have instalations for the MWO of Tegucigalpa.	9 /2005		U		DGCA	0 /	
<b>JAM Jamaica</b>										
MET 4	CAR SIGMET information (Annex 3, Jamaica Part I, Chapter 7, standard 7.1.1)		Not all SIGMET messages are prepared based on the procedures established by ICAO	5 /1996	a) Implement the COM/MET SIP recommendations for the CAR Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	U	Ensure the correct elaboration of SIGMETs and their dissemination in accordance with the requirements of Table MET 2A.	State	4 / 2003	
<b>ANT Netherlands Antilles</b>										
MET 5	CAR SIGMET information (Annex 3, Netherlands Antilles Part I, Chapter 7, standard 7.1.1)	Netherlands Antilles	Not all SIGMET messages are prepared based on the procedures established by ICAO.	5 /1996	a) Implement the COM/MET SIP recommendations for the CAR Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	U	Ensure the correct elaboration of SIGMETs and their dissemination in accordance with the requirements of Table MET 2A.	State	4 / 2003	

## OUTSTANDING DEFICIENCIES

### REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE *MET* FIELD IN THE *SAM*

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>BOL Bolivia</b>										
MET 30 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chapter 2, Standard 2.1.5)	Bolivia / Aerodrome meteorological offices and meteorological watch office (MWO) of La Paz	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49. MET Technical personnel is complying functions of professional meteorologists.	10 /2006	a) Carry out a review the functions and training of the aeronautical meteorologists; and b) plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U	They have sent MET personnel to get trained in Argentina. These efforts will continue.	AASANA	/	
<b>COL Colombia</b>										
MET 32 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chapter 2, Standard 2.1.5)	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.	6 /1996	a) Review the functions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U	In consultancy process, through TDA; through which alternatives for the solution to this problem are expected.	UAEAC	/	
<b>GUY Guyana</b>										
MET 28 SAM	SIGMET information (Annex 3, Chapter 7, Standard 7.1.1)	Guyana / Meteorological watch offices (MWOs) of Georgetown	Not all SIGMET messages are prepared based on the procedures established by ICAO.	11 /2006	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.	U		Guyana Hydromet National Service	/	
<b>PRY Paraguay</b>										

## OUTSTANDING DEFICIENCIES

### REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE *MET* FIELD IN THE *SAM*

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
MET 36 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chapter 2, Standard 2.1.5)	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.	10 / 2006	Plan and carry out training and/or updating courses for aeronautical meteorological personnel, as necessary.	U	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	12 / 2007	There are legal restrictions, since currently it is not possible to increase the number of public officers hired.
MET 81 SAM	Aeronautical meteorological stations and observations (Annex 3, Part I, Chap. 4, standard 4.1.1)	Panama, Changinoa, Bocas del Toro and David aerodromes.	There are no MET stations in the aerodromes of MPBO, MPCH and MPDA.	/ 1994	Acquire and install the stations.	U		AAC	/	
<b>SUR Suriname</b>										
MET 58 SAM	SIGMET information (Annex 3, Chap 7, Standard 7.1.1)	Suriname Aerodrome MET Offices and MET Watch Office (MWO) of Paramaribo	SIGMETs have not been prepared	10 / 2004	As a matter of urgency the Suriname MET services starts preparing and issuing SIGMETs	U		The NCAA in coordination with the MET Centre	/	
MET 59 SAM	Surface wind (Annex 3, Standard 4.1.2.1)	Suriname COM Dependency	Displays of surface wind in ATS units correspond to wind sensor installed at the top of the TWR	10 / 2004	Surface wind display in the surface of ATS dependencies must corresponds to the sensors of the MET station	U		NCAA in coordination with the Hydromet Centre	/	
<b>URY Uruguay</b>										
MET 39 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chapter 2, Standard 2.1.5)	Uruguay / Meteorological Watch Offices (MWO) and aerodrome meteorological offices.	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49. The actual personnel does not satisfy the minimum requirements for the provision of MET service.	6 / 1996	a) Review the functions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U		DINACIA / DNM	/	In accordance with the statistics of number of days with visibility less than 2000 m. (2 days per year) it has been determined not to install the RVR of SLCB.

## OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>HTI Haiti</b>										
SAR	1 CAR Search and Rescue facilities CAR/SAM/3 Rec. 6/2	Haiti SRR/RCC Port-au-Prince	SRR/RCC not implemented	10 / 2005	GREPECAS/5., RO ATM/SAR mission in April 2005.	U	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	12 / 2006	
<b>TTO Trinidad and Tobago</b>										
SAR	2 CAR Search and Rescue facilities CAR/SAM/3 Rec. 6/2	Trinidad and Tobago RCC Piarco	SAR partially implemented	10 / 1995	GREPECAS/5	U	Procurement of equipment ongoing.	CAA Trinidad and Tobago/Ministry of Nat.Sec.	12 / 2006	Signatures of SAR Agreements with SRRs and RCCs pending.

## **APPENDIX B**

### **CORRECTED DEFICIENCIES**

# CORRECTED DEFICIENCIES

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

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks
1	2	3	4	5	6	7
<b>AT</b> <b>Antigua and Barbuda</b>						
AGA 95 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.8 & 5.2.8.1)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	7/2001	U	12 / 2002	Antigua and Barbuda
AGA 100 CAR	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	7/2001	U	12 / 2002	Antigua and Barbuda
AGA 304 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 9.4 - Rec. 9.4.3, 4, 5, 7 & 10)	Aruba, ORANJESTAD, Reina Beatrix Int'l	1/2003	U	12 / 2003	Aruba Airport Authority
<b>BH</b> <b>Bahamas</b>						
AGA 9 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4, 3.4.1 & 3.4.3)	Bahamas, FREEPORT, Grand Bahama Intl	10/2000	U	5 / 2003	Bahamas
AGA 21 CAR	Runway End Safety Area (Annex 14, Vol. I, Chap. 3, 3.5 & 3.5.1)	Bahamas, FREEPORT, Grand Bahama Intl	10/2000	U	5 / 2003	Bahamas
AGA 32 CAR	Radio Aids (ANP, Table AOP 1)	Bahamas, NASSAU, Nassau Intl	12/2002	U	12 / 2002	Bahamas
AGA 35 CAR	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	10/2000	U	12 / 2002	Bahamas
AGA 37 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.4.10 and ANP, Table AOP 1)	Bahamas, NASSAU, Nassau Intl.	12/1996	U	12 / 2002	Bahamas
AGA 38 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.5.23 and ANP, Table AOP 1)	Bahamas, NASSAU, Nassau Intl.	12/1996	U	12 / 2002	Bahamas
AGA 65 CAR	Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2)	Bahamas, FREEPORT, Grand Bahama Intl	10/2000	U	12 / 2002	Bahamas
AGA 72 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2, & 10.2.1)	Bahamas, FREEPORT, Grand Bahama Intl	10/2000	U	12 / 2002	Bahamas
AGA 165 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.3, 5.2.6 - 10.4.2)	Barbados, BRIDGETOWN, Grantley Adams Intl	12/2001	U	12 / 2003	Barbados
<b>CY</b> <b>Cayman Islands</b>						
AGA 41 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.1 and ANP, Table AOP 1)	Cayman Islands, CAYMAN BRAC, Gerrard Smith Intl	10/2000	U	12 / 2002	Cayman Islands
AGA 60 CAR	Fencing (Annex 14, Vol. I, Chap. 9.10, 9.10.2)	Cayman Islands, CAYMAN BRAC, Gerrard Smith Intl	10/2000	U	12 / 2002	Cayman Islands
AGA 74 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2 & 10.2.1)	Cayman Islands, CAYMAN BRAC, Gerrard Smith Intl	10/2000	U	12 / 2002	Cayman Islands

# CORRECTED DEFICIENCIES

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

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks
1	2	3	4	5	6	7
AGA 76 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2, 10.2.1)	Costa Rica, ALAJUELA, Juan Santamaria Intl	12 / 2000	U	12 / 2002	Costa Rica
AGA 85 CAR	Bird Strike Hazards (Annex 14, Vol. I, Chap. 9.4, 9.4.1)	Cayman Islands, CAYMAN BRAC, Gerrard Smith Intl	10 / 2000	U	12 / 2002	Cayman Islands
AGA 86 CAR	Bird Strike Hazards (Annex 14, Vol. I, Chap. 9.4, 9.4.1 & 9.4.4)	Costa Rica, ALAJUELA, Juan Santamaria Intl	12 / 2000	U	12 / 2002	Costa Rica
AGA 225 CAR	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - 3.5.1)	Costa Rica, ALAJUELA/ SAN JOSE, Intl Juan Santamaria	3 / 2002	U	12 / 2003	Costa Rica
AGA 227 CAR	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2 - 4.2.27)	Costa Rica, ALAJUELA/ SAN JOSE, Intl Juan Santamaria	3 / 2002	U	12 / 2003	Costa Rica
<b>DO Dominican Republic</b>						
AGA 66 CAR	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	5 / 2000	U	12 / 2003	Dominican Republic
<b>HTI Haiti</b>						
AGA 51 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.1 and ANP, Table AOP 1)	Haiti, CAP HAITIEN, Cap Haitien Intl	12 / 2000	U	12 / 2002	Haiti
<b>JA Jamaica</b>						
AGA 83 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2, 10.2.1)	Jamaica, MONTEGO BAY, Sangster Intl	10 / 2000	U	12 / 2002	Jamaica
AGA 275 CAR	Fencing (Annex 14, Vol. I, Chap. 9.10)	Jamaica, Montego Bay, Sangster Int'l.	6 / 2003	U	12 / 2005	Jamaica
<b>ME Mexico</b>						
AGA 153 CAR	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	9 / 2001	U	0 /	Mexico
AGA 359 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10 - Rec. 10.2 & 10.2.1)	México, MÉXICO, Lic. Benito Juárez International Airport	4 / 2003	U	12 / 2003	AICM (Mexico)
<b>AN Netherlands Antilles</b>						
AGA 252 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5)	Netherlands Antilles, CURACAO/ WILLEMSTAD, Hato Int'l	2 / 2002	U	12 / 2002	Netherlands Antilles
AGA 262 CAR	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	2 / 2002	U	12 / 2002	PJIAE (Netherlands Antilles)
AGA 265 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.4.7)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	2 / 2002	U	12 / 2002	PJIAE (Netherlands Antilles)
AGA 266 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.8.1 & 3)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	2 / 2002	U	12 / 2002	PJIAE (Netherlands Antilles)

# CORRECTED DEFICIENCIES

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

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks
1	2	3	4	5	6	7
AGA 272 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.4 - 5.2.4.7)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	2 / 2002	U	12 / 2002	PJIAE (Netherlands Antilles)
AGA 273 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2 - 9.2.36)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	2 / 2002	U	12 / 2002	PJIAE (Netherlands Antilles)
AGA 274 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2, 5.2.1)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	2 / 2002	U	12 / 2002	PJIAE (Netherlands Antilles)
<b>LC Saint Lucia</b>						
AGA 102 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4 & 3.4.1)	Saint Lucia, CASTRIES, George F. L. Charles Intl	7 / 2001	U	12 / 2002	SLASPA
AGA 104 CAR	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5, 3.5.1)	Saint Lucia, CASTRIES, George F. L. Charles Intl	7 / 2001	U	12 / 2002	SLASPA
AGA 106 CAR	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2, 4.2.27)	Saint Lucia, CASTRIES, George F. L. Charles Intl	7 / 2001	U	12 / 2002	SLASPA
AGA 107 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.10.1)	Saint Lucia, CASTRIES, George F. L. Charles Intl	7 / 2001	U	12 / 2002	SLASPA
AGA 114 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4, 3.4.2)	Saint Lucia, VIEUX FORT, Hewanorra Intl	7 / 2001	U	12 / 2002	SLASPA
AGA 116 CAR	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5, 3.5.1)	Saint Lucia, VIEUX FORT, Hewanorra Intl	7 / 2001	U	12 / 2002	SLASPA
AGA 117 CAR	Obstacles (Annex 14, Vol. I, Chap. 4.4.2, 4.2.12 & 27)	Saint Lucia, VIEUX FORT, Hewanorra Intl	7 / 2001	U	12 / 2002	SLASPA
AGA 121 CAR	Visual Aids (Annex 14, Vol. I, Chap. 7, 7.1.1)	Saint Lucia, VIEUX FORT, Hewanorra Intl	7 / 2001	U	12 / 2002	SLASPA
<b>TT Trinidad and Tobago</b>						
AGA 56 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.1 and ANP, Table AOP 1)	Trinidad and Tobago, PORT OF SPAIN, Piarco Intl	3 / 2001	U	12 / 2003	Trinidad & Tobago
AGA 57 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.10 and ANP, Table AOP 1)	Trinidad and Tobago, PORT OF SPAIN, Piarco Intl	3 / 2001	U	12 / 2003	Trinidad & Tobago
AGA 292 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - Rec. 5.1.1.5)	Trinidad and Tobago. SCARBOROUGH, Crown Point Int'l	5 / 2002	U	12 / 2003	Trinidad and Tobago
<b>US United States</b>						
AGA 277 CAR	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	8 / 2003	U	12 / 2005	United States
AGA 336 CAR	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	10 / 2003	U	12 / 2005	United States

# CORRECTED DEFICIENCIES

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

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks
1	2	3	4	5	6	7
AGA 338 CAR Visual Aids (Annex 14, Chap. 5.2, 5.2.1.1)	United States, Puerto Rico, Luis Muñoz Marin International Airport	10/2003	U	12 / 2005	United States	

# CORRECTED DEFICIENCIES

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

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks
1	2	3	4	5	6	7
AGA 88 CAR/SA M Bird Strike Hazard (Annex 14, Vol. I Chap. 9.4, 9.4.1)	This problem exists in both CAR and SAM Regions.	0 /	U	0 /	States	
AGA 89 CAR/SA M Airfield maintenance (Annex 14, Vol. I, Chap.10, 10.11)	This problem exists in both CAR and SAM Regions.	0 /	U	0 /	States	
AGA 138 CAR/SA M Bird Strike Hazard (Annex 14, Vol. I Ch. 9.5)	This problem exists in both CAR and SAM Regions.	/	U	/	States	
AGA 139 CAR/SA M Airfield maintenance (Annex 14, Vol. I, Ch. 9.4)	This problem exists in both CAR and SAM Regions.	/	U	/	States	

# CORRECTED DEFICIENCIES

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

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks
1	2	3	4	5	6	7
<b>AR Argentina</b>						
AGA 18 SAM	Visual aids (Annex 14, Vol. I, Ch. 5)	Argentina, BUENOS AIRES/Ezeiza Aerodrome	/1996	U	/ 2002	Argentina
AGA 19 SAM	Visual aids (Annex 14, Vol. I, Ch. 5)	Argentina, BUENOS AIRES/Ezeiza Aerodrome	11 /2000	U	12 / 2004	Argentina
AGA 141 SAM	Bird Hazard Committee (Annex 14, Vol. I Ch. 9.5 and its Amendment No. 5)	Argentina/All international airports	12 /2002	U	/ 2004	Argentina
AGA 218 SAM	Airport development (Doc 9184-AN/902, Part 1)	Argentina/International aerodromes	12 /2002	U	/ 2005	Argentina
AGA 219 SAM	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	12 /2002	U	/ 2004	Argentina
<b>BO Bolivia</b>						
AGA 33 SAM	Visual aids (Annex 14, Vol. I, Ch. 5 and Ch.6)	Bolivia, SANTA CRUZ/Viru Viru	9 /2001	U	6 / 2002	Bolivia/SABSA
AGA 136 SAM	Visual aids (Annex 14, Vol. I, Chap. 5)	Brasil, RIO DE JANEIRO/Galeao, Antonio Carlos Jobim	5 /2002	U	8 / 2002	Brazil
<b>CO Colombia</b>						
AGA 22 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	/1996	U	9 / 2002	Colombia
AGA 38 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Colombia, RIO NEGRO/Jose Maria Cordoba Airport	7 /2001	U	11 / 2000	Colombia
AGA 52 SAM	Obstacles (Annex 14, Vol. I, Chap. 4)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	7 /2001	U	/ 2002	Colombia
AGA 55 SAM	Obstacles (Annex 14, Vol. I, Chap. 4)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	7 /2001	U	/ 2002	Colombia
AGA 98 SAM	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, BARRANQUILLA/Ernesto Cortissoz Airport	5 /2002	U	6 / 2002	Colombia
AGA 99 SAM	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, BARRANQUILLA/Ernesto Cortissoz Airport	5 /2002	U	/ 2002	Colombia
AGA 100 SAM	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, CALI/Alfonso Bonilla Aragon	5 /2002	U	11 / 2002	Colombia
AGA 101 SAM	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, CALI/Alfonso Bonilla Aragon	5 /2002	U	11 / 2002	Colombia
AGA 102 SAM	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, CALI/Alfonso Bonilla Aragon	5 /2002	U	/ 2002	Colombia
AGA 103 SAM	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, SANTA FE DE BOGOTA/Eldorado	5 /2002	U	/ 2003	Colombia
AGA 104 SAM	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, SANTA FE DE BOGOTA/Eldorado	5 /2002	U	/ 2003	Colombia
AGA 105 SAM	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, SAN ANDRES/Sesquicentenario	5 /2002	U	12 / 2002	Colombia

# CORRECTED DEFICIENCIES

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

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks
1	2	3	4	5	6	7
AGA 106 SAM	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, SAN ANDRES/Sesquicentenario	5 / 2002	U	/ 2002	Colombia
AGA 107 SAM	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, SAN ANDRES/Sesquicentenario	5 / 2002	U	11 / 2002	Colombia
AGA 108 SAM	Visual aids (Annex 14, Vol. I, Chap. 5)	Colombia, SAN ANDRES/Sesquicentenario	5 / 2002	U	6 / 2004	Colombia
AGA 110 SAM	Apron surface conditions (Annex 14, Vol. I, Chap. 3)	Colombia, RIO NEGRO/José María Cordova	5 / 2002	U	/ 2002	Colombia
AGA 111 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Colombia, SAN ANDRES/Sesquicentenario	5 / 2002	U	10 / 1998	Colombia
AGA 456 SAM	Annex 14, Vol. I, Ch. 3	COLOMBIA/AEROCIVIL/BOGO TA/EI Dorado Int'l Airport	10 / 2005	U	12 / 2005	AEROCIVIL/B OGOTA/EI Dorado Int'l Airport
<b>EC Ecuador</b>						
AGA 313 SAM	Emergency (Annex 14, Vol. I, Ch. 9)	ECUADOR/CORPAQ/QUIPORT /Mariscal Sucre	5 / 2003	U	/ 2004	ECUADOR/D AC/CORPAQ/ QUIPORT
AGA 314 SAM	Emergency Plan - COE (Annex 14, Vol. I, Ch. 9 & Doc 9137-AN/898, Part 7)	ECUADOR/DAC/CORPAQ/QUI PORT	5 / 2003	U	/ 2004	ECUADOR/D AC/CORPAQ/ QUIPORT
AGA 325 SAM	Emergency Plans (Annex 14, Vol. I, Ch. 9)	ECUADOR/DAC/CORPAQ/QUI PORT/Quito/Mariscal Sucre	5 / 2003	U	7 / 2004	ECUADOR/D AC/CORPAQ/ QUIPORT
<b>GU Guyana</b>						
AGA 245 SAM	Emergency Plans (Annex 14, Vol. I, Par. 9.1 and Doc 9137-AN/898, Part 7)	Guyana/All international aerodromes	11 / 2002	U	11 / 2006	Guyana
AGA 250 SAM	Physical characteristics (Annex 14, Vol. I, Ch. 3)	Guyana/TIMEHRI/Cheddi Jagan Int'l Airport	11 / 2002	U	/ 2004	Guyana
AGA 251 SAM	Emergency plans (Annex 14, Vol. I, Ch. 9.1 and Doc 9137-AN/898, Part 7)	Guyana/TIMEHRI/Cheddi Jagan Int'l Airport	11 / 2002	U	9 / 2004	Guyana
AGA 443 SAM	Annex 14, Vol. I, Ch. 9	GUYANA/CAA/SYCJ – TIMEHRI/Cheddi Jagan Int'l	6 / 2005	U	11 / 2006	CAA/Airport Operator
AGA 444 SAM	Annex 14, Vol. I, Ch. 9	GUYANA/CAA/SYCJ – TIMEHRI/Cheddi Jagan Int'l	6 / 2005	U	11 / 2006	CAA/Airport Operator
AGA 445 SAM	Annex 14, Vol. I, Ch. 9	GUYANA/CAA/SYCJ – TIMEHRI/Cheddi Jagan Int'l	6 / 2005	U	11 / 2006	CAA/Airport Operator
AGA 446 SAM	Annex 14, Vol. I, Ch. 9	GUYANA/CAA/SYCJ – TIMEHRI/ Cheddi Jagan Int'l	6 / 2005	U	10 / 2005	CAA/ Airport Operator
<b>PA Panama</b>						
AGA 23 SAM	Visual aids (Annex 14, Vol. I, Ch. 5)	Panama/Tocumen	12 / 2000	U	10 / 2001	Panama
AGA 64 SAM	Obstacles (Annex 14, Vol. I, Chap. 4)	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	9 / 2001	U	/ 2003	Paraguay Lack of financial resources

# CORRECTED DEFICIENCIES

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

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks
1	2	3	4	5	6	7
AGA 68 SAM	Obstacles (Annex 14, Vol. I, Chap. 4)	Peru, LIMA-CALLAO/Jorge Chávez Intl.	11 / 2001	U	10 / 2002	Peru
AGA 72 SAM	Rescue and Fire Fighting Service (Annex 14, Vol. I, Chap. 9)	Peru, LIMA-CALLAO/Jorge Chávez Intl.	11 / 2001	U	10 / 2002	Peru
AGA 365 SAM	RFF (Anexo 14, Vol. I, Ch. 9)	PANAMA/DGAC/Tocumén	5 / 2003	U	3 / 2004	PANAMA/DGAC
AGA 366 SAM	RFF (Annex 14, Vol. I, Ch. 9 & Doc 9137-AN/898, Part 7)	PANAMA/DGAC/Tocumén	5 / 2003	U	1 / 2004	PANAMA/DGAC
AGA 367 SAM	Emergency/RFF (Annex 14, Vol. I, Ch. 9)	PANAMA/DGAC/Tocumén	5 / 2003	U	3 / 2004	PANAMA/DGAC
AGA 368 SAM	Emergency/RFF (Annex 14, Vol. I, Ch. 9)	PANAMA/DGAC/Tocumén	5 / 2003	U	6 / 2004	PANAMA/DGAC
AGA 371 SAM	Annex 14, Ch. 9, Vol. I and Doc 9137-AN/898, Part 7	PERU/DGAC/CORPAC	5 / 2004	U	/	DGAC/CORPAC
AGA 384 SAM	Annex 14, Vol. I, Sec. 8.7	PERU/DGAC/CORPAC/LAP/Jorge Chávez	5 / 2004	U	/ 2004	DGAC/CORPAC/LAP
AGA 385 SAM	Annex 14, Vol. I, Sec. 9.4	PERU/DGAC/LAP/Jorge Chávez	5 / 2004	U	/ 2004	LAP
<b>UR Uruguay</b>						
AGA 25 SAM	Visual aids (Annex 14, Vol. I, Ch. 5)	Uruguay, MONTEVIDEO/Carrasco Aerodrome	/ 1996	U	6 / 2006	Uruguay
AGA 258 SAM	Emergency Plans (Annex 14, Vol. I, Ch. 9 & Doc 9137-AN/898)	Uruguay/DINACIA/Int'l airports	3 / 2004	U	12 / 2004	Uruguay/DINACIA
<b>VE Venezuela</b>						
AGA 403 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/Margarita	12 / 2004	U	12 / 2006	INAC
AGA 413 SAM	Annex 14, Vol. I, Ch. 9	VENEZUELA/INAC/IAAIM	12 / 2004	U	11 / 2006	INAC/IAAIM
AGA 414 SAM	Annex 14, Vol. I, Ch. 9	VENEZUELA/INAC/IAAIM	12 / 2004	U	10 / 2006	INAC/IAAIM
AGA 415 SAM	Annex 14, Vol. I, Ch. 4 & 6	VENEZUELA/INAC/IAAIM	12 / 2004	U	10 / 2005	INAC/IAAIM
AGA 416 SAM	Annex 14, Vol. I, Ch. 9	VENEZUELA/INAC/IAAIM	12 / 2004	U	4 / 2005	INAC/IAAIM
AGA 419 SAM	Annex 14, Vol. I, Ch. 10	VENEZUELA/INAC/IAAIM	12 / 2004	U	2 / 2005	INAC/IAAIM
AGA 422 SAM	Annex 14, Vol. I, Ch. 10	VENEZUELA/INAC/IAAIM	12 / 2004	U	2 / 2005	INAC/IAAIM

# CORRECTED DEFICIENCIES

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

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks	
1	2	3	4	5	6	7	
<b>AIA Anguilla</b>							
AIS 202 CAR	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Anguilla	1 / 1994	U	5 / 2001	State	
AIS 203 CAR	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Antigua and Barbuda	1 / 1994	U	/	State	
<b>BL Belize</b>							
AIS 8 CAR	Annex 15, Chap. 4, Para. 4.2.9; Doc. 8733, Basic ANP, Part VIII, Paras 33 to 37	Belize	10 / 2000	U	0 /	State	
AIS 18 CAR	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Belize	10 / 2000	U	4 / 2001	State/COCES NA	
AIS 97 CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	Bahamas	9 / 1996	U	0 /	State	
<b>CRI Costa Rica</b>							
AIS 9 CAR	Annex 15, Chap. 4, Para. 4.2.9	Costa Rica	10 / 2000	U	12 / 2000	State	
AIS 19 CAR	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	10 / 2000	U	12 / 2001	State	
AIS 20 CAR	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	10 / 2000	U	12 / 2000	State/COCES NA	
AIS 32 CAR	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	1 / 1998	U	12 / 2001	State	
AIS 73 CAR	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	11 / 1994	U	12 / 2002	State	
AIS 204 CAR	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Cayman Islands	1 / 1994	U	1 / 2001	State	
AIS 205 CAR	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Cuba	1 / 1994	U	12 / 2006	State	The solution of this deficiency by AIS depends on the surveys, analysis and submission of data by the aerodromes entity, as per the planned schedule.
AIS 269 CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 61 to 64, FASID Table AIS 7	Cuba	11 / 1994	U	12 / 2002	State	
<b>DM Dominica</b>							

# CORRECTED DEFICIENCIES

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

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks
1	2	3	4	5	6	7
AIS 206 CAR Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Dominica	1 /1994	U	5 / 2001	State	
<b>SL El Salvador</b>						
AIS 21 CAR 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	10 /2000	U	11 / 2000	State/COCES NA	
<b>MT French Antilles</b>						
AIS 270 CAR Doc. 8733 Basic ANP, Part VIII, Paras. 61 to 64, FASID Table AIS 7	French Antilles	11 /1994	U	12 / 2003	State	
<b>GT Guatemala</b>						
AIS 22 CAR Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Guatemala	10 /2000	U	11 / 2000	State/COCES NA	
AIS 74 CAR 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	11 /1994	U	12 / 2002	State	
AIS 208 CAR Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Grenada	1 /1994	U	5 / 2001	State	
<b>HTI Haiti</b>						
AIS 12 CAR Annex 15, Chap. 4, Para. 4.2.9; Doc 8733 ANP Básico, Parte VIII, Paras 33 a 37	Haiti	10 /2000	U	0 /	State	
AIS 23 CAR Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Haiti	10 /2000	U	0 /	State	
AIS 24 CAR Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Honduras	10 /2000	U	12 / 2000	State/COCES NA	
AIS 37 CAR 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	1 /1998	U	11 / 2004	State	
AIS 38 CAR 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	1 /1998	U	8 / 2005	State	
AIS 100 CAR Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	Haiti	9 /1996	U	0 /	State	
AIS 209 CAR Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Haiti	1 /1994	U	0 /	State	

# CORRECTED DEFICIENCIES

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

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks
1	2	3	4	5	6	7
<b>NIC Nicaragua</b>						
AIS 27 CAR	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Nicaragua	10 / 2000	U	12 / 2000	State/COCES NA
AIS 103 CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	Nicaragua	9 / 1996	U	12 / 2004	State
AIS 274 CAR	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	12 / 2000	U	12 / 2004	State
<b>KN Saint Kitts and Nevis</b>						
AIS 212 CAR	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Saint Kitts and Nevis	1 / 1994	U	5 / 2001	State
AIS 213 CAR	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Saint Lucia	1 / 1994	U	5 / 2001	State
AIS 214 CAR	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	1 / 1994	U	5 / 2001	State
<b>TT Trinidad and Tobago</b>						
AIS 215 CAR	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Trinidad and Tobago	1 / 1994	U	5 / 2001	State

# CORRECTED DEFICIENCIES

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

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks
1	2	3	4	5	6	7
<b>GU Guyana</b>						
AIS 29 SAM	CAO Annex 15, Chapter 6; ANP (Doc. 8733) Par. 46 - 49. Sistema AIRAC. Guyana	/1994	U	/		Indicated State
<b>VE Venezuela</b>						
AIS 33 SAM	ICAO Annex 15, Chapter 6; ANP (Doc. 8733) Par. 45. Sistema AIRAC. Venezuela	/	U	/		Indicated State

# CORRECTED DEFICIENCIES

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

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks
1	2	3	4	5	6	7
<b>CO</b>						
ATM 14 CAR	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	COCESNA	10/1995	U	12 / 2005	COCESNA
ATM 43 CAR	Use of the aeronautical phraseology	COCESNA	9/2000	U	12 / 2003	COCESNA
<b>AT Antigua and Barbuda</b>						
ATM 17 CAR	Use of the aeronautical phraseology	Antigua and Barbuda	9/2000	U	9 / 2003	CAA OECS
ATM 35 CAR	Use of the aeronautical phraseology	Aruba	9/2000	U	9 / 2003	CAA Aruba
<b>BR Barbados</b>						
ATM 19 CAR	Use of the aeronautical phraseology	Barbados	9/2000	U	5 / 2003	CAA Barbados
<b>CRI Costa Rica</b>						
ATM 6 CAR	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Costa Rica	10/1995	U	6 / 2003	CAA Costa Rica
ATM 7 CAR	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Cuba	10/1995	U	12 / 2002	CAA Cuba
ATM 21 CAR	Use of the aeronautical phraseology	Costa Rica	9/2000	U	12 / 2003	CAA Costa Rica
ATM 36 CAR	Use of the aeronautical phraseology	Cayman Islands	9/2000	U	12 / 2002	CAA Cayman Islands
<b>DO Dominican Republic</b>						
ATM 13 CAR	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Dominican Republic	10/1995	U	12 / 2002	CAA Dominican Republic
<b>MT French Antilles</b>						
ATM 16 CAR	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	French Antilles	10/1995	U	12 / 2002	CAA French Antilles
<b>GT Guatemala</b>						
ATM 2 CAR	Provision of air traffic control service CAR/SAM/3 Rec. 5/33	Guatemala	9/1994	U	12 / 2005	CAA Guatemala
<b>HN Honduras</b>						
ATM 3 CAR	Provision of air traffic control service CAR/SAM/3 Rec. 5/33	Honduras	9/2004	U	12 / 2005	CAA Honduras
ATM 15 CAR	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Haiti	10/1995	U	12 / 2002	CAA Haiti
ATM 27 CAR	Use of the aeronautical phraseology	Haiti	9/2000	U	12 / 2003	OFNAC Haiti
<b>JA Jamaica</b>						
ATM 29 CAR	Use of the aeronautical phraseology	Jamaica	9/2000	U	5 / 2003	CAA Jamaica

# CORRECTED DEFICIENCIES

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

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks
1	2	3	4	5	6	7
<b>ME Mexico</b>						
ATM 11 CAR	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35 Mexico	10/1995	U	9 / 2003	CAA Mexico	
ATM 30 CAR	Use of the aeronautical phraseology Mexico	9/2000	U	12 / 2003	CAA Mexico / SENEAM	
<b>AN Netherlands Antilles</b>						
ATM 38 CAR	Use of the aeronautical phraseology Netherlands Antilles	9/2000	U	12 / 2003	CAA Netherlands Antilles	
ATM 44 CAR	Curaçao ACC Air/Ground Communications in order to give the Area Control Services Netherlands Antilles Curaçao FIR	5/2001	U	12 / 2003	DCA Netherlands Antilles	
<b>VC Saint Vincent and the Grenadines</b>						
ATM 22 CAR	Use of the aeronautical phraseology Saint Vincent and the Grenadines	9/2000	U	12 / 2003	CAA OECS	

# CORRECTED DEFICIENCIES

## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE *ATM* FIELD IN THE *CAR/SAM* REGION

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks
1	2	3	4	5	6	7
ATM 28 CAR/SA <sup>MM</sup> English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	This problem exists both in CAR and SAM Regions	/	U	/	CAR/SAM States	
ATM 29 CAR/SA <sup>MM</sup> Use of the aeronautical phraseology	This problem exists both in CAR and SAM Regions	/	U	/	CAR/SAM States	
ATM 46 CAR/SA <sup>MM</sup> English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	This problem exists both in CAR and SAM Regions	0/	U	0/	CAR/SAM States	
ATM 47 CAR/SA <sup>MM</sup> Use of the aeronautical phraseology	This problem exists both in CAR and SAM Regions	0/	U	0/	CAR/SAM States	

# CORRECTED DEFICIENCIES

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

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks
1	2	3	4	5	6	7
<b>AR Argentina</b>						
ATM 12 SAM	Use of the aeronautical phraseology Argentina	9/2000	U	/	CRA Argentina	NIL
<b>BO Bolivia</b>						
ATM 2 SAM	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35. Bolivia	10/1995	U	/	CAD Bolivia	NIL
ATM 3 SAM	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35 Brazil/Brasil	10/1995	U	/	CERNAI Brazil	NIL
ATM 13 SAM	Use of the aeronautical phraseology Bolivia	9/2000	U	/	CAD Bolivia	NIL
ATM 14 SAM	Use of the aeronautical phraseology Brazil/Brasil	9/2000	U	/	CERNAI Brazil	NIL
<b>CH Chile</b>						
ATM 4 SAM	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35 Chile	10/1995	U	/	CAD Chile	NIL
ATM 9 SAM	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35 Colombia	10/1995	U	/	UAEAC Colombia	NIL
ATM 15 SAM	Use of the aeronautical phraseology Colombia	9/2000	U	/	UAEAC Colombia	NIL
ATM 16 SAM	Use of the aeronautical phraseology Chile	9/2000	U	/	CAD Chile	NIL
<b>EC Ecuador</b>						
ATM 17 SAM	Use of the aeronautical phraseology Ecuador	9/2000	U	/	CAD Ecuador	NIL
<b>GU French Guyana</b>						
ATM 8 SAM	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35 French Guyana/Guyana Francesa	10/1995	U	/	CAD French Guyana	NIL
ATM 18 SAM	Use of the aeronautical phraseology French Guyana/Guyana Francesa	9/2000	U	/	CAD French Guyana	NIL
<b>GU Guyana</b>						
ATM 19 SAM	Use of the aeronautical phraseology Guyana	9/2000	U	/	CAD Guyana	NIL
ATM 26 SAM	Provision of air traffic control service CAR/SAM/3, Rec 5/33 Guyana	/	U	/	CAA Guyana	NIL
<b>PA Panama</b>						
ATM 6 SAM	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35 Panama	10/1995	U	/	CAD Panama	NIL
ATM 7 SAM	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35 Peru	10/1995	U	/	CAD Peru	NIL
ATM 20 SAM	Use of the aeronautical phraseology Panama	9/2000	U	/	CAD Panama	NIL

# CORRECTED DEFICIENCIES

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

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks
1	2	3	4	5	6	7
ATM 22 SAM Use of the aeronautical phraseology	Peru	9/2000	U	/	CAD Peru	NIL
<hr/>						
<b>SU Suriname</b>						
ATM 24 SAM Use of the aeronautical phraseology	Suriname	9/2000	U	/	CAD Suriname	NIL

# CORRECTED DEFICIENCIES

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

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks
1	2	3	4	5	6	7
<b>BH Bahamas</b>						
CNS 31 CAR	Radio navigation Aids (Table CNS 3) - VOR Bahamas, Nassau, Nassau Intl.	9 / 2000	U	12 / 2002	Bahamas	
<b>ME Mexico</b>						
CNS 55 CAR	HF/AMS-voice. Mobile Aeronautical Service plan (CNS2A and CNS2B Tables). Merida ACC Mexico	1 / 2002	U	6 / 2005	Mexico	Budget specific approval for this purpose.

# CORRECTED DEFICIENCIES

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

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks
1	2	3	4	5	6	7
<b>BR Brasil</b>						
CNS 12 SAM	Aeronautical mobile service plan. Table CNS 1A. Lack of HF communications coverage in the Brasilia FIR, Oceanic Sector	Brazil/Brasil	9/1994	U	/	Brazil CAA
CNS 13 SAM	Aeronautical Mobile Service Plan. Table CNS 1A. Lack of VHF communications coverage in the Manaus, Porto Velho and Recife FIRs	Brazil/Brasil	9/1994	U	/	Brazil CAA

# CORRECTED DEFICIENCIES

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

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks
1	2	3	4	5	6	7

**DO Dominican Republic**

MET	1	CAR/SAM ANP requirements, Part VI, para. 6 and Annex 3 provision, Chapter 7, para. 7.2.1.	Dominican Republic	5 / 1996	U	12 / 2005	States
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**HN Honduras**

MET	3	CAR/SAM ANP requirements, Part VI, para. 6 and Annex 3 provision, Chapter 7, para. 7.2.1.	Honduras	5 / 1996	U	12 / 2002	State
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# CORRECTED DEFICIENCIES

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

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks
1	2	3	4	5	6	7
<b>AR Argentina</b>						
MET 24 SAM	SIGMET information (Annex 3, Chapter 7, Standard 7.1.1)	Argentina / Meteorological watch offices (MWOs)	6 / 2000	U	3 / 2001	National Meteorological Service
<b>BR Brasil</b>						
MET 73 SAM	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	11 / 2005	U	/ 2005	DECEA
<b>CO Colombia</b>						
MET 25 SAM	SIGMET information (Annex 3, Chapter 7, Standard 7.1.1)	Colombia / Meteorological watch offices (MWOs) of Bogotá	6 / 2000	U	/	UAEAC
MET 26 SAM	SIGMET information (Annex 3, Chapter 7, Standard 7.1.1)	Chile / Meteorological watch offices (MWOs)	6 / 2000	U	/ 2003	DGAC
<b>EC Ecuador</b>						
MET 27 SAM	SIGMET information (Annex 3, Chapter 7, Standard 7.1.1)	Ecuador / Meteorological watch office (MWO) of Guayaquil	6 / 2000	U	/ 2002	DGAC
<b>PE Peru</b>						
MET 62 SAM	WMO requirements regarding qualifications and training of MET personnel (Annex 3, Chap 2, Standard 2.1.15)	Peru, MWO and Aerodrome MET Office of Lima-Callao	11 / 2000	U	/ 2005	CORPAC
<b>UR Uruguay</b>						
MET 60 SAM	Requirements for communications (Annex 3, Chap 11, Standards 11.1.1 and 11.1.2)	Uruguay CNS 1 Units	12 / 2003	U	/	DINACIA/Electronics
MET 71 SAM	Clouds watch and report (Annex 3, Chap 4, Standard 4.9.3)	Uruguay, aeronautical meteorological stations	12 / 2003	U	12 / 2006	DINACIA / Consorcio Puerta del Sol / DNM
<b>VE Venezuela</b>						
MET 54 SAM	SIGMET information (Annex 3, Chap 7, Standard. 7.1.1)	Venezuela / Meteorological watch offices (MWOs) of Maiquetía	6 / 2000	U	6 / 2004	INAC in coordination with National Weather Service

# CORRECTED DEFICIENCIES

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

Identification	States/facilities	Date first reported	Priority	Date of completion	Executing body	Remarks
1	2	3	4	5	6	7
<b>BO Bolivia</b>						
SAR 1 SAM	Search and Rescue Facilities CAR/SAM/3 Rec. 6/2	Bolivia SRR La Paz	10/1995	U	/	Bolivia CAD, AASANA and BAF Budgetary.
<b>GU Guyana</b>						
SAR 2 SAM	Search and Rescue Facilities CAR/SAM/3 Rec. 6/2	SRR Georgetown	10/1995	U	/	Guyana CAD Lack of SAR experts. RCC to be implemented second half of 2005. SAR organization under development. Assistance needed for training of personnel.

## APPENDIX C

### PROCEDURES FOR CLASSIFYING AND ADDRESSING “U” DEFICIENCIES IN THE AIR NAVIGATION FIELD

#### 1 Introduction

1.1 The procedures described below establish the steps to be followed by States and the ICAO NACC/SAM Regional Offices for resolving “U” deficiencies in the air navigation field. These procedures, developed in compliance with GREPECAS Decision 14/60, contribute to the application of a Uniform Methodology for the identification, assessment and reporting of deficiencies, as approved by ICAO Council, and are included as **Appendix A**.

1.2 These procedures shall provide Regional Offices and States with a method to re-classify current deficiencies, update procedures for capturing data and reports, and improve the use of the web application associated with the GANDD database.

1.3 These procedures shall also facilitate the *review of deficiencies* with “U” priority with a view to implement GREPECAS Conclusion 13/92 in the application of last resort action.

#### 2 Common Criteria for its Classification and Storage in the GANDD

2.1 Two main parts are identified in the integral treatment of deficiencies as shown below:

1. ICAO NACC and SAM Regional Offices through:
  - a) specific fields (AGA, ATM, AIM, CNS, MET, SAR);
  - b) administration of the database (GANDD) by the ICT section of each Regional Office; and
2. States that coordinate with the Regional Offices through Focal Points in accordance with GREPECAS Conclusion 14/59.

2.2 The identification and reporting process of deficiencies is as prescribed in the Uniform Methodology.

2.3 The process of deficiency classification requires an assessment for priority assignment. For this reason, the deficiency must be duly identified and reported. In this regard, the information from columns 1 to 6 from **Appendix B**, which is the report extracted from the GANDD, must be available in order for the GREPECAS mechanism to revise the status of “U” “A” and “B” deficiencies.

2.3.1 In accordance with the guidance provided in paragraph 4 of the Uniform Methodology, the Regional Office, in coordination with the State Focal Point, shall determine the Priority of the Requirement, which determines the priority of the deficiency. In order to determine whether or not a “U” deficiency exists, a risk analysis will be necessary. **Appendix C** provides criteria for use in this respect.

*Important Note: Every deficiency may represent a potential **hazard** to air navigation, which is associated to a specific **risk**. There are several methods of risk analysis, each of them specific to the case in question. In the ICAO Safety Management System (SMS) training courses, a risk analysis method is presented that is applicable to cases affecting safety and determines whether the risk is intolerable or tolerable, and whether it may be mitigated. Based on this, a concept is available to mainly provide assistance with prioritizing the requirements that could result in “U” deficiencies, since the case of SMS methodology is oriented to risks affecting safety.*

2.4 Once the deficiency is classified, coordination with the Focal Point will take place regarding the information required in columns 8, 9, 10, and 11 from Appendix B, and will then be entered into the GANDD database, notifying the State through the Focal Point.

*Important note: If some fields of Appendix B are not completed, for example, fields in the Action Plan, the deficiency will be entered into the GANDD and a notation will be made in the Remarks field.*

### 3 **Reports to be Presented to the GREPECAS Mechanism**

3.1 In accordance with the Uniform Methodology, the GREPECAS mechanism shall receive information on deficiencies from the Regional Offices, found in the attached **Appendix B**. Based on this information, the mechanism shall proceed with the Uniform Methodology procedures. In addition, the GANDD can provide statistical reports that the mechanism could require for analysis.

### 4 **Responsibilities in the Treatment of Deficiencies and Maintenance of GANDD**

4.1 Considering that the GANDD is a tool to manage the treatment of deficiencies, the procedures outlined below are applicable while the deficiency is registered and stored in the database.

#### **Responsibility of the Regional Offices**

- a) Review and, if necessary, reclassify existing deficiencies based on established procedures.
- b) Coordinate the validation, revision, and/or updating of data for deficiencies with Focal Points, and update the information in the GANDD, advising the Focal Points of changes.
- c) Review periodic reports from Focal Points on the status of resolution implementation for the deficiencies. Any missing data from the Action Plan shall have a high priority during the review.

- d) Review deficiencies with the Focal Point during visits carried out by Regional Officers according to the mission programme established by the corresponding Regional Office.
- e) Present the list of deficiencies for revision at each meeting of GREPECAS Subgroups and/or Committees or other informal meetings, such as implementation meetings.
- f) Present information and reports to the ASB and to GREPECAS regarding the status of deficiencies.

### **Responsibilities of States/Focal Points**

- a) Review, at least quarterly, the deficiencies and their respective Action Plans, and give special attention to missing information from the Action Plan.
- b) Respond to all requests from the Regional Offices that may necessitate the revision/updating of the list of deficiencies without delay.
- c) Request the corresponding Regional Office to update the status of deficiencies through the web application form (see details in paragraph 6).
- d) Once the deficiency is corrected, inform the corresponding Regional Office of the area involved without delay.

## **5 Deficiency Resolution Follow-up**

5.1 Regional Offices and Focal Points shall closely follow-up on the Action Plan to resolve deficiencies, and the GANDD database will be updated accordingly. The deficiencies with missing data, for example, those referred to the Action Plan, will have priority in the follow-up.

## **6 Procedures to Manage the GANDD Database, Based on the Existing Web Application**

6.1 In October 2004, the procedures for access and use of the GANDD database were circulated to States so that States could report, review and update their corresponding deficiencies. In accordance with GREPECAS Decision 14/60, the Regional Offices have completely revised the procedures and structure of the GANDD in order to increase the efficiency of this tool. Updated procedures for Focal Points to interact with the database to revise and report amendments are attached as **Appendix D**. A presentation in power-point has been uploaded on the websites of each Regional Office for training purposes.

7 **Complementary Measures**

7.1 This document will be updated by the ICAO Regional Offices. Amendments shall be distributed to States via e-mail through the Focal Points.

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