ASB/9

INTERNATIONAL CIVIL AVIATION ORGANIZATION

NINTH MEETING OF THE AVIATION SAFETY BOARD (ASB/9)

FINAL REPORT

Rio de Janeiro, Brazil, 12 October 2008

Prepared by the Secretary of the ASB

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HISTORY OF THE MEETING

ii.1 Place and Duration of the Meeting

The Ninth Meeting of the GREPECAS Aviation Safety Board (ASB/8) was held on 12 October 2008, in Rio de Janeiro, Brazil

ii.2 Opening Ceremony and other matters

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

ii.3 Organization, Officers and Secretariat

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

ii.4 Working Languages

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

ii.5 Agenda

The Board approved the Agenda of the Meeting as presented:

Agenda Item 1:	Review of ASB/8 Report
Agenda Item 2:	Review of the results of the classification of "U" Deficiencies from Conclusion ASB/8/2
Agenda Item 3:	Analysis of the standard classification to air navigation deficiencies "A" and "B"-
Agenda Item 4:	Other Business

LIST OF PARTICIPANTS

GREPECAS
Normando Araujo de Medeiros (Chairman)
Oscar Derby (First Vice Chairman)
Jacques Boursiquot (Second Vice Chairman)

ATM/CNS/Subgroup
Julio César de Souza Pereira (Vice Chairman)
Roberto Arca (Chairman ATM Committee)
Fidel Ara (Vice Chairman ATM Committee)
Ricardo Bordalí (Chairman CNS Committee)

AIM/Subgroup
Noemi Carta (Chairman)
Rafael Torres (Vice Chairman)

AERMET/Subgroup
Carlos Roberto Salinas Rojas (Chairman)

AGA/AOP/Subgroup
Norberto Cabrera (Chairman)
José Alberto Palermo (Vice Chairman)

AVSEC Committee
Oscar Derby (Chairman)

IATA
Peter Cerda

IFALPA
Fernando Álvarez Packsa

ICAO
José Miguel Ceppi (Secretary of GREPECAS)
Loretta Martin
Carlos Stehli
Víctor Hernández
Hindupur Sudarshan
Nohora Arias
Ricardo G. Delgado
Raúl Martínez
Jaime Calderón

Agenda Item 1: Review of ASB/8 Report

1.1 The ASB/9 Meeting reviewed the Report of the ASB/8 Meeting, as approved by GREPECAS/14, and used it as the basis for further discussion of other Agenda Items.

1.2 The ASB/8 Meeting was a special event convened in accordance with GREPECAS Decision 14/60-*Procedures for classifying and addressing "U" deficiencies*. With respect to the work performed by the Meeting, the following should be noted:

a) The Meeting reviewed work performed by the Secretariat in relation to the improvements introduced to the GANDD, which contemplated a complete revision of the way to capture and store information in the database, as well as the reformulation of the reports provided by the database. In this regard, Appendices A, B, C and D were eliminated, and it was agreed to report the unresolved deficiencies in only one format and to maintain corrected deficiencies only for statistical purposes.

b) The documentation prepared by the Secretariat concerning procedures for classifying and addressing GREPECAS "U" deficiencies was reviewed. It was noted that these procedures support application of the Uniform Methodology for the Identification, Assessment and Reporting of Deficiencies approved by ICAO Council, which contains criteria to determine whether or not a "U" deficiency exists.

Note: Concerning the Procedures for Classifying and Addressing GREPECAS "U"deficiencies; the ASB/9 Meeting considered expanding same for all deficiencies for the reasons indicated in par. 2.4 of this working paper.

c) The Meeting considered the criteria for classifying "U" deficiencies using the Risk Analysis model used by ICAO for SMS risk determination. According to this criteria, risk indices 5A, 5B, 5C, 4A, 4B and 3A correspond to priority "U" deficiencies. In this regard, the ASB/8 Meeting formulated Conclusion ASB/8/2 in order that States/Territories and International Organizations carry out a risk analysis for presentation to the ICAO Regional Offices for documentation at the ASB/9 Meeting. Concerning this matter, it was noted that the "last resort action" indicated by GREPECAS Conclusion 13/92 is subject to the work to be performed under directive of Conclusion ASB/8/2. The ASB/8 Meeting also considered the possibility of expanding the criteria being used for "U" deficiency risk assessment to type "A" and "B" deficiencies. By means of formulating Decision ASB/8/1, the Secretariat was requested to carry out an analysis on this matter for presentation at the ASB/9 Meeting. Conclusion ASB/8/2 and Decision ASB/8/1 are attached as **Appendix A** to part of the Report.

d) Concerning GREPECAS Conclusion 14/59-*National Coordinator responsible for updating the GANDD,* the Meeting was informed of the available list of contacts, which is continuously updated by the Secretariat as required.

APPENDIX A

DRAFT CONCLUSION AND DECISION FORMULATED BY THE ASB/8 MEETING

DRAFT
DECISION ASB/8/1* STANDARD CLASSIFICATION TO AIR NAVIGATION DEFICIENCIES

That, the Secretary of GREPECAS:

a) analyze the feasibility of applying the new classification procedure for "U" type deficiencies to classification of "A" and "B" air navigation deficiencies; and

b) present the results of the analysis indicated in letter a) to ASB/9.

DRAFT
CONCLUSION ASB/8/2* CLASSIFICATION OF "U" DEFICIENCIES

That:

a) GREPECAS "U" type deficiencies be sent to States/Territories and International Organizations (IATA and IFALPA) to carry out a risk analysis assessment for each "U" deficiency and the aspects of the uniform methodology approved by the Council;

b) States/Territories and International Organizations should determine the Risk Index for each deficiency according to the ICAO SMS methodology for risk assessment (the respective matrix is represented by **Appendix D** to this Report) using the format presented as **Appendix E** to this Report; and

c) The Secretary of GREPECAS present the results of the analysis mentioned in a) and b) to the ASB/9 Meeting scheduled previous to GREPECAS/15 Meeting.

* Approved by the GREPECAS fast track procedure.

APPENDIX B – RISK ASSESSMENT "U DEFICIENCIES"

OUTSTANDING DEFICIENCIES IN THE CAR REGION

APPENDIX C – RISK ASSESSMENT "U DEFICIENCIES"

OUTSTANDING DEFICIENCIES IN THE SAM REGION

APPENDIX B – RISK ASSESSMENT "U DEFICIENCIES"

OUTSTANDING DEFICIENCIES IN THE CAR REGION

APPENDIX C – RISK ASSESSMENT "U DEFICIENCIES"

OUTSTANDING DEFICIENCIES IN THE SAM REGION

Appendix B / Apéndice B

RISK ASSESSMENT / EVALUACIÓN DE RIESGO
"U" DEFICIENCIES / DEFICIENCIAS "U"

ID	Classification of "U" Deficiencies / Clasificación de las deficiencias "U"		Risk Assessment / Indice de riesgo
	Previous / Anterior	Current / Actual	
ANTIGUA AND BARBUDA / ANTIGUA Y BARBUDA			
AGA 91 CAR	U	A	3B
AGA 93 CAR	U	A	3B
AGA 99 CAR	U	A	3B
AGA 101 CAR	U	A	3B
ARUBA			
AGA 296 CAR	U	A	3B
AGA 297 CAR	U	A	3C
AGA 303 CAR	U	A	3B
AIS 029 CAR	U	A	2 A
AIS 096 CAR	U	A	2 B
BAHAMAS			
AGA 39 CAR	U	A	3B
AGA 59 CAR	U	A	3B
AGA 64 CAR	U	A	3B
AGA 306 CAR	U	A	3B
AGA 309 CAR	U	A	2B
AGA 312 CAR	U	A	3B
AGA 318 CAR	U	A	3B
AGA 320 CAR	U	A	3B
ATM 18 CAR	U	A	2B
AIS 007 CAR	**U**	Corrected / Corregida	
AIS 017 CAR	U	A	2 A
AIS 030 CAR	U	A	2 A
BELIZE			
AGA 166 CAR	U	A	3B
AGA 168 CAR	U	A	3B
AGA 170 CAR	U	A	3B
AGA 171 CAR	U	A	3B
AGA 177 CAR	U	A	3B
AGA 459 CAR	U	A	3B
AGA 460 CAR	U	A	3B
AGA 461 CAR	U	A	3B
AGA 462 CAR	U	A	2B
AGA 463 CAR	U	A	3B
AGA 464 CAR	U	A	2B
AGA 465 CAR	U	A	2B
AGA 466 CAR	U	A	3B
AGA 467 CAR	U	A	3B
AGA 468 CAR	U	A	3B
AGA 469 CAR	U	A	3B
AGA 470 CAR	U	A	3C
AGA 471 CAR	U	A	3B
AIS 031 CAR	U	A	2 A
AIS 273 CAR	U	A	2 B
CAYMAN ISLANDS / ISLAS CAIMÁN			
AGA 12 CAR	U	A	3B
AGA 22 CAR	U	A	3B
COSTA RICA			
AGA 230 CAR	U	A	3B
AGA 425 CAR	U	A	3B
AGA 427 CAR	U	A	3B
AGA 428 CAR	U	A	3B
AGA 430 CAR	U	A	3B
AGA 431 CAR	U	A	3B
AGA 432 CAR	U	A	3B
AGA 433 CAR	U	A	3B
AGA 434 CAR	U	A	3B
AGA 435 CAR	U	A	3B
AGA 436 CAR	U	A	3B

ID	Classification of "U" Deficiencies / Clasificación de las deficiencias "U"		Risk Assessment / Indice de riesgo
	Previous / Anterior	Current / Actual	
AGA 437 CAR	U	A	3B
AGA 438 CAR	U	A	3B
AGA 440 CAR	U	A	3B
AGA 441 CAR	U	A	3B
AGA 442 CAR	U	A	3B
AGA 443 CAR	U	A	2B
AGA 444 CAR	U	A	3B
AGA 447 CAR	U	A	3B
AGA 448 CAR	U	A	3B
AIS 033 CAR	U	A	2 A
DOMINICAN REPUBLIC / REPÚBLICA DOMINICANA			
AGA 45 CAR	U	A	3B
AGA 61 CAR	U	A	3B
AGA 77 CAR	U	A	3B
AGA 480 CAR	U	A	3B
AGA 484 CAR	U	A	3B
AGA 485 CAR	U	A	3B
AGA 486 CAR	U	A	2B
AGA 488 CAR	U	A	3B
AGA 490 CAR	U	A	3B
AGA 492 CAR	U	A	2B
AGA 493 CAR	U	A	3B
AGA 494 CAR	U	A	3B
AIS 034 CAR	U	A	2 A
EL SALVADOR			
AGA 453 CAR	U	A	3B
AGA 473 CAR	U	A	3B
AGA 475 CAR	U	A	3B
AGA 476 CAR	U	A	2B
AGA 477 CAR	U	A	3B
AGA 479 CAR	U	A	3B
ATM 8 CAR	U	A	2B
ATM 24 CAR	U	A	3B
AIS 035 CAR	U	A	2 A
GRENADA / GRANADA			
AGA 126 CAR	U	A	3B
AGA 128 CAR	U	A	3B
ATM 25 CAR	U	A	2B
GUATEMALA			
AGA 14 CAR	U	A	3B
AGA 23 CAR	U	A	3B
AGA 28 CAR	U	A	3B
AGA 129 CAR	U	A	3B
AGA 131 CAR	U	A	3B
AGA 363 CAR	U	A	3B
AGA 364 CAR	U	A	3B
AGA 365 CAR	U	A	3B
AGA 367 CAR	U	A	3B
AGA 368 CAR	U	A	2B
AGA 370 CAR	U	A	3B
AGA 371 CAR	U	A	3B
AGA 372 CAR	U	A	3B
AGA 373 CAR	U	A	3B
AGA 374 CAR	U	A	3B
AGA 376 CAR	U	A	3B
AGA 377 CAR	U	A	3B
AGA 379 CAR	U	A	3B
AGA 380 CAR	U	A	3B
AGA 382 CAR	U	A	3B
AGA 383 CAR	U	A	2B
AGA 384 CAR	U	A	3B
AGA 385 CAR	U	A	3B
AGA 387 CAR	U	A	3B
AGA 388 CAR	U	A	3B
AGA 389 CAR	U	A	3B
AGA 392 CAR	U	A	3B

ID	Classification of "U" Deficiencies / Clasificación de las deficiencias "U"		Risk Assessment / Indice de riesgo
	Previous / Anterior	Current / Actual	
AGA 395 CAR	U	A	3B
AGA 397 CAR	U	A	3B
AIS 036 CAR	U	A	2 A
HAITI			
AGA 29 CAR	U	A	3B
AGA 62 CAR	U	A	3B
AGA 68 CAR	U	A	3B
AGA 69 CAR	U	A	3B
AGA 81 CAR	U	A	3B
ATM 5 CAR	U	A	3C
MET 2 CAR	U	A	3B
SAR 1 CAR	U	A	3C
HONDURAS			
AGA 179 CAR	U	A	3B
AGA 182 CAR	U	A	3B
AGA 184 CAR	U	A	3B
AGA 188 CAR	U	A	3B
AGA 190 CAR	U	A	3B
AGA 191 CAR	U	A	3B
AGA 192 CAR	U	A	3B
AGA 194 CAR	U	A	3B
AGA 195 CAR	U	A	3B
AGA 196 CAR	U	A	3B
AGA 198 CAR	U	A	3B
AGA 199 CAR	U	A	3B
AGA 201 CAR	U	A	3B
AGA 202 CAR	U	A	3B
AGA 408 CAR	U	A	3B
AGA 409 CAR	U	A	2B
AGA 411 CAR	U	A	3B
AGA 412 CAR	U	A	2B
AGA 413 CAR	U	A	3B
AGA 417 CAR	U	A	3B
AGA 419 CAR	U	A	3B
AGA 422 CAR	U	A	3B
ATM 10 CAR	U	A	2B
ATM 28 CAR	U	A	3B
MET 80 CAR	U	Corrected / Corregida	
MET 81 CAR	U	B	2D
MET 83 CAR	U	A	5D
MET 84 CAR	U	A	3B
MET 85 CAR	U	A	3B
AIS 101 CAR	U	A	2 A
AIS 267 CAR	U	A	2 A
JAMAICA			
AGA 15 CAR	U	A	3B
AGA 17 CAR	U	A	3B
AGA 19 CAR	U	A	3B
AGA 24 CAR	U	A	3B
AGA 25 CAR	U	A	3B
MET 4 CAR	U	A	3B
AIS 014 CAR	U	A	2 B
MÉXICO / MÉXICO			
AGA 146 CAR	U	A	3B
AGA 148 CAR	U	A	3B
AGA 341 CAR	U	A	3B
AGA 342 CAR	U	A	3B
AGA 345 CAR	U	A	3B
AGA 349 CAR	U	A	2B
AGA 358 CAR	U	A	3B
AGA 360 CAR	U	A	3B
AIS 026 CAR	U	A	2 A
AIS 040 CAR	U	A	2 A
AIS 311 CAR	U	A	3 B
CNS 54 CAR	U	A	4C
NETHERLANDS ANTILLES / ANTILLAS HOLANDESAS			
AGA 246 CAR	U	A	3B

ID	Classification of "U" Deficiencies / Clasificación de las deficiencias "U"		Risk Assessment / Indice de riesgo
	Previous / Anterior	Current / Actual	
AGA 349 CAR	U	A	2B
AGA 251 CAR	U	A	3B
AGA 257 CAR	U	A	3B
AGA 258 CAR	U	A	3B
AGA 259 CAR	U	A	3B
AGA 261 CAR	U	A	3B
AGA 264 CAR	U	A	3B
AGA 270 CAR	U	A	2B
AIS 041 CAR	U	A	2 A
NICARAGUA			
AGA 233 CAR	U	A	3B
ATM 1 CAR	U	A	3C
MET 5 CAR	U	A	2B
SAINT KITTS AND NEVIS			
AGA 280 CAR	U	A	3B
AGA 282 CAR	U	A	3B
AGA 284 CAR	U	A	3B
AGA 286 CAR	U	A	3B
AGA 289 CAR	U	A	3B
SAINT LUCIA			
AGA 112 CAR	U	A	3B
AGA 118 CAR	U	A	2B
AGA 120 CAR	U	A	3B
SAINT VINCENT AND THE GRENADINES			
AGA 204 CAR	U	A	3B
AGA 206 CAR	U	A	3B
AGA 207 CAR	U	A	3B
AGA 209 CAR	U	A	3B
AGA 213 CAR	U	A	3B
AGA 214 CAR	U	A	3B
AGA 215 CAR	U	A	3B
AGA 216 CAR	U	A	3B
AGA 219 CAR	U	A	3B
AGA 220 CAR	U	A	3B
AGA 221 CAR	U	A	3B
AGA 222 CAR	U	A	3B
AGA 223 CAR	U	A	3B
TRINIDAD AND TOBAGO			
AGA 71 CAR	U	A	3B
AGA 84 CAR	U	A	3B
AGA 290 CAR	U	A	3B
AGA 291 CAR	U	A	3B
SAR 2 CAR	U	A	3C
TURKS & CAICOS			
AIS 028 CAR	U	A	2 A
UNITED STATES			
AGA 323 CAR	U	A	3B

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

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
ABW Aruba										
AGA 296 CAR	Runway End Safety Area (Annex 14, Vol. I, Chap. 10, 10.2 & 10.2.1)	Aruba, ORANJESTAD, Reina Beatrix Int'l	No runway end safety areas are provided at both runway ends	JAN/ 2003	ICAO Visit January 2003	U	Provide runway end safety areas by not declaring stopways, extension and/or displacing the runway ends and reducing the runway declared distances.	Aruba Airport Authority		Compliance with the standard will have significant structural and financial implications on the infrastructure of the airport. Several factors such as land acquisition, construction in the sea and the impact here-of on the community demand extensive study to arrive at the final decisions.
AGA 297 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.10, 5.10.1, 5.10.2 & 5.10.4)	Aruba, ORANJESTAD, Reina Beatrix Int'l	The runway-holding position on the south side of the runway is provided on the GA apron. The old runway-holding position markings on Taxiways D, E and F are no longer valid.	JAN/ 2003	ICAO Visit January 2003	U	Remove the disused runway-holding position markings on Taxiways D, E and F. Action Plan: The old runway-holding position markings on taxiways D, E and F will be removed.	Aruba Airport Authority	JUN/ 2003	
AGA 303 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.1 & 2 - Std. 9.2.21 and Rec. 9.2.22, 30 & 31)	Aruba, ORANJESTAD, Reina Beatrix Int'l	RFFS response time was reported to be between 2.5 and 3 minutes. Furthermore, a test alarm from the control tower resulted in a 1.5 minute delay between alarm call and RFFS response	JAN/ 2003	ICAO Visit January 2003	U	Reduce the response time by providing direct access to runway. Improve the alarm system and procedures between the control tower and the RFFS control room and test regularly. Action Plan: Remarks forwarded to Chief Fire Services for comment.	Aruba Airport Authority		
ANT Netherlands Antilles										
AGA 246 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.8.1 & 3)	Netherlands Antilles, CURACAO/ WILLEMSTAD, Hato Int'l	Taxiway centreline markings at runway – taxiway intersections are not provided on some taxiways	FEB/ 2002	ICAO Visit February 2002	U	Provide taxiway centreline markings at all runway – taxiway intersections. Action Plan: Airport operator to paint taxiway centreline markings on runway intersections.	Netherlands Antilles	APR/ 2003	
AGA 251 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10.2, 10.2.1,10.2.2, 10.2.4 & 10.2.7)	Netherlands Antilles, CURACAO/ WILLEMSTAD, Hato Int'l	Runway pavement has extensive cracking	FEB/ 2002	ICAO Visit February 2002	U	Upgrade runway pavement. Action Plan: Airport operator to seal runway surface.	Netherlands Antilles	DEC/ 2003	Airport operator has carried out a specialized technical study, which establishes that the cracking is only superficial, not structural.

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

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 257 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.1 & 2 - 9.1.1)	Netherlands Antilles, BONAIRE/ KRALENDIJK, Flamingo	The aerodrome emergency plan is not complete	FEB/ 2002	ICAO Visit February 2002	U	Complete the aerodrome emergency plan	Netherlands Antilles		
AGA 258 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.3)	Netherlands Antilles, BONAIRE/ KRALENDIJK, Flamingo	Runway centreline markings are fading	FEB/ 2002	ICAO Visit February 2002	U	Re-paint runway markings	Netherlands Antilles		
AGA 259 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.2)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	The runway strip length is insufficient at both runway ends.	FEB/ 2002	ICAO Visit February 2002	U	Provide the required runway strip length by not declaring the stopways at both runway ends. Action Plan: Strip extends up to 60 m beyond end of runway. This length is available by not declaring stopways. Has been investigated to establish the implications.	PJIAE (Netherlands Antilles)	DEC/ 2005	
AGA 261 CAR	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - 3.5.1)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	Runway end safety areas are not provided at both runway ends	FEB/ 2002	ICAO Visit February 2002	U	Provide the required runway end safety areas by not declaring the stopways at both runway ends. Action Plan: NACO has been commissioned and has worked out a plan of action to address this matter.	PJIAE (Netherlands Antilles)	DEC/ 2005	
AGA 264 CAR	Obstacles (Annex 14, Vol. I , Chap. 4, 4.2, Rec. 4.2.12)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	Obstacles infringing on the take off climb and approach obstacle limitation surfaces for both Runways 09 & 27 include fencing, vehicles on roads, buildings, vegetation and terrain.	FEB/ 2002	ICAO Visit February 2002	U	Eliminate some obstacles by not declaring the stopways at both runway ends. This may involve a displacement of the Runway 09 threshold and Runway 27 end. Remove, light and mark remaining obstacles as appropriate.	PJIAE (Netherlands Antilles)	DEC/ 2005	
AGA 270 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.15, 5.3.15.1)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	Stopway lights are not provided at both runway ends	FEB/ 2002	ICAO Visit February 2002	U	Provide stopway lights or do not declare stopways at both runway ends. Action Plan: Stopways should not be declared, no lights required.	PJIAE (Netherlands Antilles)	DEC/ 2005	

ATG Antigua and Barbuda

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

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 91 CAR	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5, 3.5.1 & Rec. 5.11)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Runway end safety areas are not provided at both runway ends: East runway end – fence, road & sea West runway end – fence & grading	JUL/ 2001	ICAO Visit July 2001	U	Provide east RESA by reducing the Runway 07 declared distances by approximately 90 m.Do not declare stopway, thereby bringing the runway strip end and RESA 60 m closer to the west runway end and prepare and grade the surface for a RESA.	Antigua and Barbuda Ministry of Aviation	DEC/ 2003	
AGA 93 CAR	Obstacles (Annex 14, Vol. I , Chap. 4, Rec. 4.2.12 & 27)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Vehicles on the public road at the east runway end are obstacles infringing on the Runway 07 take-off climb and Runway 25 approach and transitional obstacle limitation surfaces	JUL/ 2001	ICAO Visit July 2001	U	Reduce the runway declared distances or implement traffic control system on the public road. Action Plan: Reduce the runway declared distances. Relocation of the road.	Antigua and Barbuda Ministry of Aviation	DEC/ 2004	
AGA 99 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2, 10.2.1 & 10.2.2.)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Runway pavement surface deficient at the runway ends due to aircraft turn-arounds	JUL/ 2001	ICAO Visit July 2001	U	Upgrade pavements at runway ends	Antigua and Barbuda Ministry of Aviation	DEC/ 2004	Pending the availability of funding for completion of Phase I of Master Plan.
AGA 101 CAR	Visual Aids (Annex 14, Vol. I, Chap. 10, 10.4, 10.4.10)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Runway 07 approach lighting system reported to be 50 % serviceable	JUL/ 2001	ICAO Visit July 2001	U	Repair approach lighting system. Action Plan: Replace approach lighting system.	Antigua and Barbuda Ministry of Aviation	JUL/ 2004	Pending the availability of funding for completion of Phase I of Master Plan.
BHS Bahamas										
AGA 39 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP 1)	Bahamas, NASSAU, Nassau Intl.	RWY and TWY markings missing or faded	DEC/ 1996	ICAO Visit October 2000 and May 2002 IFALPA Meeting November 2000	U	Require re-painting	Bahamas	DEC/ 2003	
AGA 59 CAR	Fencing (Annex 14, Vol. I, Chap. 9, 9.10, 9.10.2, 9.10.4 & 9.10.6)	Bahamas, NORTH ELEUTHERA, North Eleuthera	Access of vehicles and animals to the manoeuvring area	DEC/ 1999	IFALPA Meeting November 2000	U	Repair the fence. Implement security measures	Bahamas	OCT/ 2002	
AGA 64 CAR	Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2, Rec. 9.2.30)	Bahamas, FREEPORT, Grand Bahama Intl	No RFFS facility with direct access to the runway is provided as required in Annex 14 , Vol. I Section 9.2.19, 22, 25 & 26)	OCT/ 2000	ICAO Visit October 2000	U	Provide a RFFS facility with direct access to the runway	Bahamas	MAR/ 2004	
AGA 306 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.7.1)	Bahamas, NASSAU, Nassau Int'l	Runway 14/32 has no side stripe markings along part of its length	MAY/ 2002	ICAO Visit May 2002	U	Provide side stripe markings on runways	Bahamas		
AGA 309 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.10.3)	Bahamas, NASSAU, Nassau Int'l	Runway-holding position markings on some taxiways are incorrect in pattern	MAY/ 2002	ICAO Visit May 2002	U	Verify the pattern of runway-holding position markings and correct where necessary	Bahamas		

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AGA 312 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.10.9 & 5.3.11.4)	Bahamas, NASSAU, Nassau Int'l	Runway threshold and end lights were observed to be white at one runway end	MAY/ 2002	ICAO Visit May 2002	U	Verify the colour of all airfield lighting and replace with lights of correct colour where necessary	Bahamas		
AGA 318 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2.10.2.1 & 10.2.2)	Bahamas, NASSAU, Nassau Int'l	The runway pavement surfaces are in very poor condition with irregularities, FOD and rubber deposits (Runway 14/32 is in worse condition than Runway 09/27)	MAY/ 2002	ICAO Visit May 2002	U	Upgrade the runway pavements	Bahamas		
AGA 320 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.22, 5.28)	Bahamas, NASSAU, Nassau Int'l	Runway and taxiway markings are faded	MAY/ 2002	ICAO Visit May 2002	U	Re-paint the runway and taxiway markings	Bahamas		
BLZ Belize										
AGA 166 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.2)	Belize, BELIZE CITY, Philip Goldson International	Runway strip length at western runway end is insufficient	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	U	Do not declare stopway for Runway 25	Belize		
AGA 168 CAR	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - 3.5.1 & 7.1.9)	Belize, BELIZE CITY, Philip Goldson International	Runway end safety areas are not provided at both runway ends: •East runway end – vegetation, wet ground •West runway end – swamp	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	U	Consider providing RESAs by not declaring stopways, clearing vegetation and strengthening the ground.	Belize		
AGA 170 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.4.10)	Belize, BELIZE CITY, Philip Goldson International	Displaced runway threshold markings are still visible at both runway ends.	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	U	Remove runway displaced threshold markings	Belize		
AGA 171 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.8.3)	Belize, BELIZE CITY, Philip Goldson International	Taxiway centreline markings to guide aircraft turning around at east runway end are not provided	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	U	Provide turn-around guidance centreline markings at east runway end	Belize		
AGA 177 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 9.4.21)	Belize, BELIZE CITY, Philip Goldson International	PAPIs not working and runway lighting intensity reported to be deficient	NOV/ 2001	ICAO Visit November 2001	U	Repair PAPIs and runway lighting system	Belize		
AGA 459 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 3, 3.2.1 & 3.10.1)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Runway and taxiway shoulders in very poor condition	NOV/ 2006	ICAO Visit November 2006	U	Airport Operator is programing the necessary works. The works must be implemented.	Belize		
AGA 460 CAR	Runway Strip (Annex 14, Vol.I, Chap.3, 3.4.3)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	North side strips have runway 07-25 have uneven terrain	NOV/ 2006	ICAO Visit November 2006	U	Works to level the terrain must be included in the Corrective Action Plan	Belize		

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AGA 461 CAR	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2.7)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Structure infringing the inner transitional surface	NOV/ 2006	ICAO Visit November 2006	U	Structure infriging (elevated water tank). Removal is required.	Belize		
AGA 462 CAR	Visual Aids (Annex 14, Vol.I, Chap. 5, 5.1.1.1)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Lack of wind direction indicator for runway 07-25.	NOV/ 2006	ICAO Visit November 2006	U	Approach and take off of aircraft have no supporting wind and speed information. Implement 02 WDI that supports approaches to Rwy 07 and 25.	Belize		
AGA 463 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.3.3, 5.3.3.4 and 5.3.3.5)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Lack of aerodrome beacon	NOV/ 2006	ICAO Visit November 2006	U	An aerodrome beacon is necessary to support aircraft approaches between sunset and sunrise. This facility must be included in the Corrective Action Plan	Belize		
AGA 464 CAR	Visual Aids (Annex 14, Vol.I, Chap. 5, 5.3.9.7 a))	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Non-standard implementation of a section of the runway edge lights	NOV/ 2006	ICAO Visit November 2006	U	The runway edge lights are all white. Yellow filters must be installed in the last 600 m section	Belize		
AGA 465 CAR	Visual Aids (Annex 14, Vol.I, Chap. 5, 5.3.10.1)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Lack of implementation of wing bar light	NOV/ 2006	ICAO Visit November 2006	U	Approach to Rwy 25 has no runway threshold lights. Implement wing bar lights for safe approach to Rwy 25	Belize		
AGA 466 CAR	Visual Aids (Annex 14, Vol.I, Chap. 6, 6.3.1)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Objects not lighted	NOV/ 2006	ICAO Visit November 2006	U	Buildings located on the airport are not lighted. Lighting must be implemented on those buildings located on or near the apron area	Belize		
AGA 467 CAR	Visual Aids (Annex 14, Vol.I, Chap. 7, Rec.7.2.1 & 7.4.1)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Closed marking should be displayed on temporarily closed parts of the runway and strips, likewise those areas of accumulated construction and waste material must be displayed	NOV/ 2006	ICAO Visit November 2006	U	Marking of construction work areas is poor. The markings must be improved	Belize		
AGA 468 CAR	Electrical Systems (Annex 14, Vol.I, Chap. 8, 8.1.4)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Non compliance with maximum switch-over time in the electric power supply connections	NOV/ 2006	ICAO Visit November 2006	U	Maximum switch-over time is longer than ICAO Standards. Must comply with the 15 sec. Standard.	Belize		
AGA 469 CAR	Rescue and Fire Fighting (Annex 14, Vol.I, Chap. 9, 9.1.12 & 9.1.13)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Full scale and partial emergency exercises not conducted	NOV/ 2006	ICAO Visit November 2006	U	Plan and conduct full scale and partial emergency exercise	Belize		

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AGA 470 CAR	Visual Aids (Annex 14, Vol. I, Chap. 9, 9.8.3)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	The markings on the apron areas are in very poor condition	NOV/ 2006	ICAO Visit November 2006	U	The markings must be redisigned to meet ICAO standards	Belize		
AGA 471 CAR	Fencing (Annex 14, Vol. I, Chap. 9, 9.10.2)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	The eastern end of Rwy 07/25 is not fenced	NOV/ 2006	ICAO Visit November 2006	U	Expansion works at the eastern end of Rwy 07/25 caused displacement of the fence. A temporary fence must be constructed until the permanent fence is replaced	Belize		
CRI Costa Rica										
AGA 230 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5- 5.3.5.1 & 5.3.5.23)	Costa Rica, ALAJUELA/ SAN JOSE, Intl Juan Santamaria	Runway 25 has no approach lighting system	MAR/ 2002	ICAO Visit March 2002 & September 2006	U	Provide a simple approach lighting system. Change the PAPI system from the east to the west side of Runway 25	Costa Rica		
AGA 425 CAR	Runway Strip (Annex 14, Vol.I, Chap.3 & 3.4.8)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	Runway strip on the East side is affected by superficial sewage	SEP/ 2006	ICAO Visit September 2006	U	It should be tubed and marked	Costa Rica		
AGA 427 CAR	Runway End Safety Area (Annex 14, Vol.I, Chap. 3.5, 3.5.1 to 3.5.11)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	Runway 05/27 does not have RESA	SEP/ 2006	ICAO Visit September 2006	U	Enable RESAs	Costa Rica		
AGA 428 CAR	Obstacles (Annex 14, Vol. I, Chap. 3.6 - 3.6.6)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	Mark the closed perimeter located before threshold 25	SEP/ 2006	ICAO Visit September 2006	U	To mark the close perimeter fencing considering runway width projection	Costa Rica		
AGA 430 CAR	Visual Aids (Annex 14, Vol.I, Chap. 5.2.1.1, 5.2.1.2, 5.2.1.4 through 5.2.1.7)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	There is a lack of maintenance to the different types of markings on the runway, taxiways and apron.	SEP/ 2006	ICAO Visit September 2006	U	Put the different types of markings on the Runway, taxiways and apron	Costa Rica		
AGA 431 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.3.4, 5.3.4.1 c), 5.3.4.10 through 5.3.4.21)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The approach lighting systems do not meet the requirements and the current system is poorly maintained	SEP/ 2006	ICAO Visit September 2006	U	Place the different types of Runway, taxiways and apron markings as required	Costa Rica		
AGA 432 CAR	Obstacles (Annex 14, Vol. I, Chap. 4 - 4.2.13)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The approach surface to Runway 25 has obstacles such as trees, antennas and light posts	SEP/ 2006	ICAO Visit September 2006	U	Eliminate and mark the obstacles	Costa Rica		
AGA 433 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.10.2 through 5.2.10.5)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The Runway holding position marking location is marked near the taxiway centreline and the taxiway side edge markings at Runway 07, which causes confusion.	SEP/ 2006	ICAO Visit September 2006	U	Study and redesign the markings with the necessary precautions in order to protect sensible areas and critical ILS	Costa Rica		

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AGA 434 CAR	Obstacles (Annex 14, Vol. I, Chap. 6 - 6.1-6.1.1, 6.1.11, 6.3, 6.3.11 through 6.3.36)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The constructions and electrical intallations inside and outside the airport are not iluminated	SEP/ 2006	ICAO Visit September 2006	U	Iluminate obstacles both in and outside the airport	Costa Rica		
AGA 435 CAR	Electrical Systems (Annex 14, Vol. I Chap. 8, 8.1, 8.1.1 through 8.1.11, 8.2, 8.2.1 through 8.2.3 , 8.3, 8.3.1 through 8.3.5)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The secondary power supply requirements need to be verified	SEP/ 2006	ICAO Visit September 2006	U	Review and modify as required	Costa Rica		
AGA 436 CAR	Taxiways (Annex 14, Vol. I Chap. 3, 3.9.8, 3.11, 3.11.2 through 3.11.5)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The minimum separation distances between the centre line of the taxiway and the centre line of the Runway are not complied with. A small portion of the Eastern strip of taxiway D to Runway 07 has an important slope on the terrain	SEP/ 2006	ICAO Visit September 2006	U	Cimply with the minimum separatin distances and level the terrain	Costa Rica		
AGA 437 CAR	Visual Aids (Annex 14, Vol. I Chap.5, 5.3.10, 5.3.10.1 through 5.3.10.10)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The runway threshold and wing bar lights do not comply with the location and separation requirements	SEP/ 2006	ICAO Visit September 2006	U	Review, rearrange and reinstall the runway threshold and wing bar lights as necessary	Costa Rica		
AGA 438 CAR	Certification of Aerodromes (Annex 14, Vol. I Chap.1, 1.4.1)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	Certification of Aerodromes and aerodrome inspector concepts are not included in the Basic Law	SEP/ 2006	ICAO Visit September 2006	U	Modify Legal Framework to include concepts	Costa Rica		
AGA 440 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap.9, 9.2, 9.2.21 through 9.2.30)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The RFFS personnel does not have the aviation fire fighter certification	SEP/ 2006	ICAO Visit September 2006	U	To train the personnel andcertify them as aviation fire fighters	Costa Rica		
AGA 441 CAR	Bird Hazard (Annex 14, Vol. I, Chap.9, 9.4 & 9.5)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	There is no a Wildlife Prevention and mitigation Programme	SEP/ 2006	ICAO Visit September 2006	U	Prepare and establish the Programme	Costa Rica		
AGA 442 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10.-10.1.1 10.2 & 10.2.1)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	Lack of Implementation of a Maintenance Program for the pavement surfaces and sewage. The runway surface is not measured periodically to determine the friction characteristics of the runway surface	SEP/ 2006	ICAO Visit September 2006	U	It is necessary to periodically measure the friction characteristics of the runway surface	Costa Rica		
AGA 443 CAR	Visual Aids (Annex 14, Vol. I Chap.5, 5.1.1.1, through 5.1.1.5)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The wind direction indicators are not properly maintained and iluminated and the bases are not frangible	SEP/ 2006	ICAO Visit September 2006	U	Include a Maintenance Programme, iluminate indicators and replace bases with frangible structures	Costa Rica		

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AGA 444 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10.-10.1.1 10.2 & 10.2.1)	Costa Rica, LIBERIA Daniel Oduber Quirós	Lack of Implementation of a Maintenance Program for the pavement surfaces and sewage. The runway surface is not measured periodically to determine the friction characteristics of the runway surface	SEP/ 2006	ICAO Visit September 2006	U	It is necessary to periodically measure the friction characteristics of the runway surface	Costa Rica		
AGA 447 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap.9, 9.2, 9.2.21 through 9.2.30)	Costa Rica, LIBERIA Daniel Oduber Quirós	The RFFS personnel does not have the aviation fire fighter certification	SEP/ 2006	ICAO Visit September 2006	U	To train the personnel andcertify them as aviation fire fighters	Costa Rica		
AGA 448 CAR	Runway End Safety Area (Annex 14, Vol.I, Chap. 3.5, 3.5.1 to 3.5.11)	Costa Rica, LIBERIA Daniel Oduber Quirós	Runway 05/27 does not have RESA	SEP/ 2006	ICAO Visit September 2006	U	Enable RESAs	Costa Rica		
CYM Cayman Islands										
AGA 12 CAR	Runway Strip (Annex 14, Vol. I, 4th Edition, Chap. 3.4, 3.4.2)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	Runway strip length at the eastern runway end does not comply with Annex 14 Vol. I, 4th Ed., Section 3.4.2	OCT/ 2000	ICAO Visit October 2000	U	Extend the runway strip or reduce declared distances. Action Plan: Provide runway strip. Subject to airport master plan implementation date. Difference published in AIP.	Cayman Islands	DEC/ 2007	Delayed implementation of airport development master plan.
AGA 22 CAR	Runway End Safety Area (Annex 14, Vol. I, 4th Edition, Chap. 3.5.1	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	No runway end safety area is provided at the eastern runway end as specified in Annex 14 Vol I, 4th Ed., Section 3.5.1	OCT/ 2000	ICAO Visit October 2000	U	Provide runway end safety areas by extending the platform or reducing the declared distances. Action Plan: Provide runway end safety area.	Cayman Islands	DEC/ 2007	Delayed implementation of airport development master plan.
DOM Dominican Republic										
AGA 45 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.2 , 5.2.7 and ANP, Table AOP 1)	Dominican Republic, SANTO DOMINGO, Las Americas Intl	Runway markings faded	MAY/ 2000	ICAO Visit May 2000	U	Repaint runway markings	Dominican Republic	DEC/ 2005	
AGA 61 CAR	Fencing (Annex 14, Vol. I, Chap. 9, 9.10 & 9.10.2)	Dominican Republic, SANTO DOMINGO, Las Americas Intl	Perimeter security deficient	MAY/ 2000	ICAO Visit May 2000	U	Provide secure perimeter barrier. Action Plan: The perimeter barrier is being installed.	Dominican Republic	DEC/ 2004	

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AGA 77 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2, 10.2.1,10.2.2, 10.2.3 & 10.2.4)	Dominican Republic, SANTO DOMINGO, Las Americas Intl	Runway surface pavement irregularities and rubber deposit accumulation.	MAY/ 2000	ICAO Visit May 2000 IATA Report June 2000	U	Remove rubber and upgrade pavements. Action Plan: Regarding the rubber removal, we are in the process of purchasing a removal machine. Regarding the pavement upgrade, we are conditioning the parallel taxiway in order to use it as a probable runway, by doing this, we will give maintenance to the runway.	Dominican Republic	DEC/ 2005	
AGA 480 CAR	Certification of Aerodromes (Annex 14, Vol. I Chap.1, 1.4.1, 1.4.3, 1.4.5).	Dominican Republic - Dr. Joaquín Balaguer International Airport	Regulations on Certification of Aerodromes were published but have not been in force for their compppliance.	JAN/ 2007	ICAO Visit January 2007	U	To put in force the regulations on certification of aerodromes for its compliance by the airport operators	Dominican Republic		
AGA 484 CAR	Runway End Safety Area (Annex 14, Vol.I, Chap.3 - 3.5.1, 3.5.2 & 3.5.3)	Dominican Republic - Dr. Joaquín Balaguer International Airport	RESAs are not declared	JAN/ 2007	ICAO Visit January 2007	U	To declare RESAs	Dominican Republic		
AGA 485 CAR	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2.11)	Dominican Republic - Dr. Joaquín Balaguer International Airport (MDJB)	There are shrubs and trees in the approach and departure areas of runway 01-19, piercing the gradients lightly.	JAN/ 2007	ICAO Visit January 2007	U	Clear shrubs and trees below the corresponding gradients.	Dominican Republic		
AGA 486 CAR	Visual Aids (Annex 14, Vol.I, Chap.5, Rec. 5.2.13.1, 5.2.14.2, 5.2.15.1, 5.2.15.2 and 5.2.15.3)	Dominican Republic - Dr. Joaquín Balaguer International Airport (MDJB)	Lack of markings on the apron	JAN/ 2007	ICAO Visit January 2007	U	The markings should be painted to meet ICAO standards	Dominican Republic		
AGA 488 CAR	Visual Aids (Annex 14, Vol.I, Chap.5, Rec. 5.4.3.7, 5.4.3.8, 5.4.3.9, and 5.4.3.10)	Dominican Republic - Dr. Joaquín Balaguer International Airport (MDJB)	Lack of information signs.	JAN/ 2007	ICAO Visit January 2007	U	To install information signs.	Dominican Republic		
AGA 490 CAR	Visual Aids (Annex 14, Vol. I, Chap.6, 6.3.1)	Dominican Republic - Dr. Joaquín Balaguer International Airport (MDJB)	The constructions inside the airport are not iluminated.	JAN/ 2007	ICAO Visit January 2007	U	Iluminate constructions inside the airport.	Dominican Republic		
AGA 492 CAR	Visual Aids (Annex 14, Vol.I, Chap.5, Rec. 5.3.9.7, letter b)	Dominican Republic - José Francisco Peña Gómez, Las Américas (MDSD)	The last 600 mts at the edge of the runway are not yellow.	JAN/ 2007	ICAO Visit January 2007	U	To complete the lights on the edge of the runway with yellow filters.	Dominican Republic		
AGA 493 CAR	Visual Aids (Annex 14, Vol.I, Chap.6, 6.3.1)	Dominican Republic - José Francisco Peña Gómez, Las Américas (MDSD)	The constructions inside the airport are not iluminated.	JAN/ 2007	ICAO Visit January 2007	U	Iluminate constructions inside the airport.	Dominican Republic		

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AGA 494 CAR	Pistas (Anexo 14, Vol. I, Cap. 3, 3.4.6 and Chap. 9, 9.4.3)	Dominican Republic - José Francisco Peña Gómez, Las Américas (MDSD)	The grass is quite tall on the apron strips.	JAN/ 2007	ICAO Visit January 2007	U	Tu cut the grass and maintain it in a an appropiate height .	Dominican Republic		
GRD Grenada										
AGA 126 CAR	Fencing (Annex 14, Vol. I, Chap. 9, 9.10.1.9.10.4 & 9.10.6)	Grenada, ST. GEORGES, Point Salines Intl	Fencing incomplete around perimeter	MAY/ 2001	ICAO Visit May 2001	U	Provide complete perimeter security barrier	Grenada	APR/ 2003	
AGA 128 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2, Rec. 9.2.32 & 33)	Grenada, ST. GEORGES, Point Salines Intl	Present staff levels are considered inadequate for Category 9 with 7 plus a supervisor reported	MAY/ 2001	ICAO Visit May 2001	U	Staff levels should be increased to 9 plus supervisor for Category 9 and 3 vehicles	Grenada	MAR/ 2003	
GTM Guatemala										
AGA 14 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.3 and 3.4.6)	Guatemala, GUATEMALA, La Aurora	Insufficient runway strip width in some parts as specified in Annex 14 Vol I Section 3.4 - 3.4.3 and 3.4.6	DEC/ 1999	ICAO Visit December 1999, May 2001 and June 2006	U	Remove obstacles infringing on the runway strip	Guatemala		
AGA 23 CAR	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.4)	Guatemala, GUATEMALA, La Aurora	No runway end safety areas are provided on both runway ends as specified in Annex 14 Vol I Section 3.4.1	DEC/ 1999	ICAO Visit December 1999 and May 2001	U	Provide RESAs	Guatemala		
AGA 28 CAR	Obstacles (Annex 14, Vol. I, Chap. 4)	Guatemala, GUATEMALA, La Aurora	Obstacles exist in the approach, take-off, transitional and inner horizontal obstacle limitation surfaces	DEC/ 1999	ICAO Visit December 1999 and May 2001 IATA Letter January 2001	U	ASB recommended:1. DGAC complete surveys to establish obstacles 2. DGAC remove, light and mark obstacles as appropriate 3. DGAC update AIP obstacle charts 4. DGAC update aerodrome obstacle safeguarding plan	Guatemala		
AGA 129 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.3 - 3.3.2 & 6)	Guatemala, GUATEMALA, La Aurora	Runway end light pits and the disused localiser bases/bolts are objects in the runway strip at both runway ends	MAY/ 2001	ICAO Visit May 2001	U	Cover the lighting pits with aircraft load bearing covers Remove the disused localiser bases/bolts	Guatemala		
AGA 131 CAR	Bird Hazards (Annex 14, Vol. I, Chap. 9.5)	Guatemala, GUATEMALA, La Aurora	Birds were observed hovering above reported waste dump sites off the southern runway end	MAY/ 2001	ICAO Visit May 2001	U	Confirm bird hazard and implement necessary mitigation measures	Guatemala		
AGA 363 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.2.7)	Guatemala, GUATEMALA, La Aurora	Runway Markings - Runway side stripes are unevenly painted near thresholds and should continue across taxiway entrances.	JUN/ 2006	ICAO Visit June 2006	U	Paint markings as required	Guatemala		

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1	2	3	4	5	6	7	8	9	10	11
AGA 364 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.2.5)	Guatemala, GUATEMALA, La Aurora	Runway Markings - Runway lacks aiming point marking aint aiming point marking	JUN/ 2006	ICAO Visit June 2006	U	Paint aiming point marking	Guatemala		
AGA 365 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.2.10)	Guatemala, GUATEMALA, La Aurora	Runway Markings - Runway holding position markings are improperly painted. Unevenly located as measured from the runway centrelines, faintly marked, or missing.	JUN/ 2006	ICAO Visit June 2006	U	Paint all runway holding marking	Guatemala		
AGA 367 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.2.4.5)	Guatemala, GUATEMALA, La Aurora	Threshold Markings - The pattern of longitudinal stripes have an insufficient number of stripes for a 60 meter wide runway	JUN/ 2006	ICAO Visit June 2006	U	Paint additional stripes for 60 m width runways	Guatemala		
AGA 368 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.2.4.7)	Guatemala, GUATEMALA, La Aurora	Threshold Markings - The transverse stripe has insufficient width for a 60 meter wide runway.	JUN/ 2006	ICAO Visit June 2006	U	Paint additional width	Guatemala		
AGA 370 CAR	Visual Aids (Annex 14, Vol. I, Chap. 3.5.6)	Guatemala, GUATEMALA, La Aurora	Visual Aids - Approach Lighting Systems are not frangible beyond 60 meters from the runway edge. The area beyond 60 meters off Rwy 19 has a non-frangible fence surrounding the approach lighting systems	JUN/ 2006	ICAO Visit June 2006	U	Make Approach Lighting Systems frangible and object free. Remove fencing located in Runway End 19 that surrounds the approach lighting systems.	Guatemala		
AGA 371 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.4)	Guatemala, GUATEMALA, La Aurora	Visual Aids - Most Taxiway connectors lack mandatory instruction signs. All taxiway connectors at runway end entrances exceed 60-meter widths.	JUN/ 2006	ICAO Visit June 2006	U	Install mandatory instruction signs and paint complementary runway designator markings	Guatemala		
AGA 372 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.3.4)	Guatemala, GUATEMALA, La Aurora	Visual Aids - Approach lighting systems has non-working lights off Runway 19 end	JUN/ 2006	ICAO Visit June 2006	U	Replace non-working lights	Guatemala		
AGA 373 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.2.4.9)	Guatemala, GUATEMALA, La Aurora	Visual Aids -Painted arrows indicating a displaced threshold are incorrectly painted Yellow	JUN/ 2006	ICAO Visit June 2006	U	Repaint arrows white in colour	Guatemala		

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AGA 374 CAR	Runway Geometry (Annex 14, Vol. I, Chap. 3.9.7)	Guatemala, GUATEMALA, La Aurora	The separation between the runway and parallel taxiway continues to be insufficient to permit simultaneous operations by some aircraft types. Substandard condition also introduces violations of the inner transitional obstacle limitation surface when certain aircraft taxi.	JUN/ 2006	ICAO Visit June 2006	U	Discontinue simultaneous operations. Complete taxiway relocation as early as possible. Consider providing holding bays at both runway ends with adequate separation from the runway to improve the operational efficiency.	Guatemala		
AGA 376 CAR	Maintenance (Annex 14, Vol. I, Chap. 2.6.6)	Guatemala, GUATEMALA, La Aurora	Pavement Maintenance - Apron pavement strength published in the AIP is incorrect – indicates flexible pavement instead of actual concrete pavement (has been copied from what is declared for the runway). Taxiway pavement strength is not published in the AIP	JUN/ 2006	ICAO Visit June 2006	U	DGAC to provide Boeing through ICAO, the pavement layers' type, depth and age, subgrade characteristics and traffic data. Boeing to calculate PCNs and provide DGAC through ICAOProvide new data as a result of scheduled construction	Guatemala		
AGA 377 CAR	Obstacles (Annex 14, Vol. I, Chap. 4)	Guatemala, GUATEMALA, La Aurora	Helicopter service is very frequent within GUA airspace with helicopters crisscrossing the active runway at various locations. Additionally, there exists a large number of landing helipad pads along both sides of Runway 01/19. ICAO visit in 2001 also observed simultaneous operations between aircraft on the runway and helicopter approaches at a reduced separation.	JUN/ 2006	ICAO Visit June 2006	U	Provide an ATCT Plan that covers helicopter serve while Runway 01/19 is active. DGAC agreed to forward the ATCT plan for review by the ICAO NACC RO/ATM	Guatemala		
AGA 379 CAR	Runway End Safety Areas (Annex 14, Vol. I, Chap. 3.5)	Flores, GUATEMALA, Mundo Maya	Runway End Safety Areas - No runway end safety areas exist beyond both runway ends. Sufficient once properly prepared exists to declare RESAs off both runway ends. When MGTK declares RESA, several approach light units will need to become frangible.	JUN/ 2006	ICAO Visit June 2006	U	Clear and grade terrain and convert non-frangible approach light system units, etc., to frangible units off both runway ends	Guatemala		
AGA 380 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5)	Flores, GUATEMALA, Mundo Maya	Visual Aids - Remaining markings from former stopways remain; one having improperly chevron markings.	JUN/ 2006	ICAO Visit June 2006	U	Remove all chevron markings off both runway ends.	Guatemala		

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AGA 382 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.2.5 & 5.2.6)	Flores, GUATEMALA, Mundo Maya	Visual Aids - Runway touchdown zone markings are improperly marked and Aiming Point marking is missing	JUN/ 2006	ICAO Visit June 2006	U	Remove old markings and repaint runway.	Guatemala		
AGA 383 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.2.7)	Flores, GUATEMALA, Mundo Maya	Visual Aids - Runway side stripe markings are very faint, especially on concrete surface.	JUN/ 2006	ICAO Visit June 2006	U	Repaint side stripe markings on both sides of Runway 10/28.	Guatemala		
AGA 384 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.4 & Figure 5-28)	Flores, GUATEMALA, Mundo Maya	Visual Aid Mandatory Instruction Sign for Runway Designator is missing on turn pad at entrance to Runway End 28	JUN/ 2006	ICAO Visit June 2006	U	Install Sign	Guatemala		
AGA 385 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5)	Flores, GUATEMALA, Mundo Maya	Jeppessen chart notes that PAPI location relative to runway threshold is unknown. RO/AGA informed that MGTK would ask COCESNA for certification documentation that PAPI is certified for operation	JUN/ 2006	ICAO Visit June 2006	U	MGTK to submit to OACI documentation certifying that PAPI was correctly installed and operational.	Guatemala		
AGA 387 CAR	Visual Aids (Annex 14, Vol. I, Chap. 3.4.3)	Flores, GUATEMALA, Mundo Maya	Width is insufficient and it should be cleared of tall shrubs and small trees that exist beyond the graded portion of the runway strip.	JUN/ 2006	ICAO Visit June 2006	U	Clear tall shrubs and small trees.	Guatemala		
AGA 388 CAR	Runway Strip (Anexo 14, Vol. I, Cap. 3.4.6 y 3.4.7)	Flores, GUATEMALA, Mundo Maya	One small shed exists within the graded portion of the runway strip	JUN/ 2006	ICAO Visit June 2006	U	Remove shed.	Guatemala		
AGA 389 CAR	Runway Strip (Anexo 14, Vol. I, Cap. 3.4.6)	Flores, GUATEMALA, Mundo Maya	Open, very wide and very deep canal running parallel to the runway for over 100 metres that exists within the graded portion of the runway strip. Open type canals are classified as obstacles	JUN/ 2006	ICAO Visit June 2006	U	Remove or cover canal with cover that is capable to support the heaviest aircraft weight.	Guatemala		
AGA 392 CAR	Obstacles (Anexo 14, Vol. I, Cap. 4.1 & Figure 4-1)	Flores, GUATEMALA, Mundo Maya	Obstacles - Unused radio tower located along Runway 10/28 violates inner transitional obstacle limitation surface.	JUN/ 2006	ICAO Visit June 2006	U	Remove unused radio tower	Guatemala		

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AGA 395 CAR	Rescue and Fire Fighting Services (Annex 14, Vol. I, Chap. 9.2.30	Flores, GUATEMALA, Mundo Maya	Rescue and Fire Fighting - RFF station lacks direct access to Runway 10/28.RO/AGA informed that MGTK will be constructing new RFF station across Runway 10/28 from the existing site having direct and clear access	JUN/ 2006	ICAO Visit June 2006	U	Start and finish RFF station construction and report to OACI that RFF is in operation	Guatemala		
AGA 397 CAR	Fencing (Annex 14, Vol. I, Chap. 9.10.1)	Flores, GUATEMALA, Mundo Maya	Fencing - A wildlife preserve primarily for deer located adjacent to Runway 10/28 lacks any fencing to prohibit wildlife from entering Runway 10/28	JUN/ 2006	ICAO Visit June 2006	U	Install fencing outside runway strip	Guatemala		
HND Honduras										
AGA 179 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4, 3.4.1,3.4.2, 3.4.6, 3.4.8, 3.4.10, 3.4.12 through 3.4.17)	Honduras, TEGUCIGALPA, Intl Toncontín (MHTG)	Runway strip length is insufficient in the southern part of the runway	NOV/ 2001	ICAO Visit November 2001 & July 2006	U	Increase runway strip length by removing objects or reducing declared distances for Runway 19	Honduras		
AGA 182 CAR	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - 3.5.1, 3.5.2, 3.5.4, 3.5.6)	Honduras, TEGUCIGALPA, Intl Toncontín	There are no runway end safety areas at both ends of the runway	NOV/ 2001	ICAO Visit November 2001& July 2006	U	Provide runway end safety areas by removing objects or reducing declared distances for the runway	Honduras		
AGA 184 CAR	Obstacles (Annex 14, Vol. I, Chap. 4 - 4.2.27)	Honduras, TEGUCIGALPA, Intl Toncontín	Obstacles infringing on the take off climb surfaces include topography and vegetation, on Runway 19 also includes fencing and road	NOV/ 2001	ICAO Visit November 2001 & July 2006	U	Remove fencing and road at the southern end or reduce declared distances for Runway 19	Honduras		
AGA 188 CAR	Fencing (Annex 14, Vol. I, Chap. 8.4 - 8.4.1)	Honduras, TEGUCIGALPA, Intl Toncontín	A dog was observed on the runway	NOV/ 2001	ICAO Visit November 2001	U	Check for deficiencies in the perimeter fencing and gates to correct them and ensure that animals cannor enter the movement area. If animals live in the airport, to remove them	Honduras		
AGA 190 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 9.4 - 9.4.3, 4 & 10)	Honduras, TEGUCIGALPA, Intl Toncontín	The surface of the runway has irregularities in several areas, with loose stones and rubber deposits	NOV/ 2001	ICAO Visit November 2001	U	Remove loose stones through continuous monitoring, remove rubber and repair the runway pavement surface	Honduras		
AGA 191 CAR	Bird Hazard (Annex 14, Vol. I, Chap 9.5)	Honduras, TEGUCIGALPA, Intl Toncontín	Several birds were observed flying over the waste disposal sites reported to be located near the northeast end of the runway and overflying the runway during aircraft operations	NOV/ 2001	ICAO Visit November 2001	U	Confirm bird hazard and implement mitigation measures as necessary.	Honduras		

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AGA 192 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4.2)	Honduras, SAN PEDRO SULA, Intl. La Mesa	Runway Strip length is insufficient	NOV/ 2001	ICAO Visit November 2001 & July 2006	U	Provide runway strip by reducing declared stopways	Honduras		
AGA 194 CAR	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5)	Honduras, SAN PEDRO SULA, Intl. La Mesa	There are no runway end safety areas at both ends of the runway	NOV/ 2001	ICAO Visit November 2001 & July 2006	U	Provide RESAs by reducing stopways and declared distances	Honduras		
AGA 195 CAR	Visual Aids (Annex 14, Vol. I, Chap 5 - 5.2.2.4 & 5)	Honduras, SAN PEDRO SULA, Intl. La Mesa	Runway designation markings at both ends are incorrect because they indicate the presence of two parallel runways	NOV/ 2001	ICAO Visit November 2001	U	Correct the runway designation markings	Honduras		
AGA 196 CAR	Visual Aids (Annex 14, Vol. I, Chap 5 - 5.2.8, 7.2.1 - 7.2.3)	Honduras, SAN PEDRO SULA, Intl. La Mesa	Markings on the parallel taxiway are incorrect because are for a runway	NOV/ 2001	ICAO Visit November 2001 & July 2006	U	Correct the centreline marking in the parallel taxiway and remove the runway markings	Honduras		
AGA 198 CAR	Visual Aids (Annex 14, Vol. I, Chap 7.3.1-7.3.3 & 5.3.15)	Honduras, SAN PEDRO SULA, Intl. La Mesa	Runway 04 has incorrect chevron markings in the area located before the threshold	NOV/ 2001	ICAO Visit November 2001 & July 2006	U	Remove the chevron markings in the area located before the threshold on Runway 04	Honduras		
AGA 199 CAR	Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2 - 9.2.19, 20, 25, 31, 32 and 38)	Honduras, SAN PEDRO SULA, Intl. La Mesa	It was reported that the extinguishing agents reserves are insufficient, the rescue equipment in vehicles is insufficient, vehicles are in poor condition, communications and alert systems are defficient and the protection equipment for the personnel is innadequate	NOV/ 2001	ICAO Visit November 2001	U	Maintain required extinguishing agent reserves Provide the required rescue equipment in vehicles Maintain vehicles in adequate condition Maintain adequate communications and alert systems Provide personnel with required protection equipment	Honduras		
AGA 201 CAR	Visual Aids (Annex 14, Vol. I, Chap 10.2.8 & Table 5-1, note B)	Honduras, SAN PEDRO SULA, Intl. La Mesa	Runway markings are defficient	NOV/ 2001	ICAO Visit November 2001 & July 2006	U	Repaint runway markings	Honduras		
AGA 202 CAR	Bird Hazard (Annex 14, Vol. I, Chap 9.5)	Honduras, SAN PEDRO SULA, Intl. La Mesa	Big birds were observed on the runway strip	NOV/ 2001	ICAO Visit November 2001	U	Confirm bird hazard and implement mitigation measures as necessary	Honduras		
AGA 408 CAR	Visual Aids (Annex 14, Vol.I, Chap.7.3, 7.3.1 - 7.3.3 & Figure 7-2)	Honduras TEGUCIGALPA, Intl Toncontín	Both stopways off the runway ends need proper chevron and edge markings	JUL/ 2006	ICAO Visit July 2006	U	Paint non-white missing markings	Honduras		
AGA 409 CAR	Visual Aids (Annex 14, Vol.I, Chap. 5.2.8.1 - 5.2.8.7)	Honduras TEGUCIGALPA, Intl Toncontín	Several curved taxiway centreline markings exiting/entering Runway 02/20 are very faint and need repainting, such as connector Taxiway D	JUL/ 2006	ICAO Visit July 2006	U	Repaint curved taxiway centrelines	Honduras		

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AGA 411 CAR	Visual Aids (Annex 14, Vol.I, Chap. 5.2.10 & Figure 5-6)	Honduras TEGUCIGALPA, Intl Toncontín	Several Runway-Holding Position markings do not extend completely across the taxiway width nor connect with the taxiway side stripe markings, such as Taxiway B, Taxiway E	JUL/ 2006	ICAO Visit July 2006	U	Extend the markings at all taxiways	Honduras		
AGA 412 CAR	Visual Aids (Annex 14, Vol.I, Chap. 7.2.1 -7.2.3)	Honduras TEGUCIGALPA, Intl Toncontín	Taxiway E lacks taxi side stripes or taxiway edge lights	JUL/ 2006	ICAO Visit July 2006	U	Paint taxi side stripe markings	Honduras		
AGA 413 CAR	Visual Aids (Annex 14, Vol.I, Chap. 5.4.2.8)	Honduras TEGUCIGALPA, Intl Toncontín	The sign for the Runway Designator and Taxiway Location, A-02, needs to be relocated and co-located with the Runway-Holding Point marking for Taxiway A	JUL/ 2006	ICAO Visit July 2006	U	Relocate sign	Honduras		
AGA 417 CAR	Obstacles (Annex 14, Vol. I, Chap. 3.4.6 & 3.4.7)	Honduras TEGUCIGALPA, Intl Toncontín	Canals for drainage exists in the graded portion of the runway strip are classified as objects. The long canal covered with concrete slabs adjacent the runway that starts near Runway End 20 does not have an adequate cover to support aircraft loads. An uncovered canal is adjacent to the runway closer to Runway End 02. Several rock and concrete debris piles are found adjacent to the covered canal	JUL/ 2006	ICAO Visit July 2006	U	Remove all rock and concrete debris piles and either install drain pipes that are cover by earth or replace existing cover with appropriate covers	Honduras		
AGA 419 CAR	Visual Aids (Annex 14, Vol.I, Chap. 5.2.14.1 through 5.2.14.4)	Honduras, SAN PEDRO SULA, Intl. Ramón Villeda Morales	Existing apron safety lines used at gate areas are not wide enough for wingspans of narrow bodied aircraft, such as A319, A320	JUL/ 2006	ICAO Visit July 2006	U	Repaint those redlines that are insufficient in wingspan clearances	Honduras		
AGA 422 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap.9)	Honduras, SAN PEDRO SULA, Intl. Ramón Villeda Morales	Silver suits for fire fighters need replacement due to excessive wear, numerous, large unprotected surface areas	JUL/ 2006	ICAO Visit July 2006	U	Replace with new silver suits	Honduras		
HTI Haiti										
AGA 29 CAR	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2.13 - 4.2.18)	Haiti, CAP HAITIEN, Cap Haitien Intl	Obstacles exist in the approach, take-off and transitional obstacle limitation surfaces	JUN/ 2000	ICAO Visit June 2000	U	Eliminate obstacles	Haiti		

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AGA 62 CAR	Fencing (Annex 14, Vol. I, Chap. 9, 9.10.2 - 9.10.6)	Haiti, CAP HAITIEN, Cap Haitien Intl	No perimeter security barrier	JUN/ 2000	ICAO Visit June 2000	U	Install perimeter security barrier	Haiti		On-going.
AGA 68 CAR	Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2)	Haiti, CAP HAITIEN, Cap Haitien Intl	RFFS deficient	JUN/ 2000	ICAO Visit June 2000	U	Upgrade RFFS	Haiti		
AGA 69 CAR	Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2)	Haiti, CAP HAITIEN, Cap Haitien Intl	No AEP	JUN/ 2000	ICAO Visit June 2000	U	Prepare AEP and undertake emergency exercise	Haiti		
AGA 81 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2.1 & 10.2.2)	Haiti, PORT AU PRINCE, Port au Prince Intl	Runway surface pavement rubber deposit accumulation.	JUN/ 2000	ICAO Visit June 2000	U	Remove rubber	Haiti		
JAM Jamaica										
AGA 15 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3, 3.4, 3.4.2.3)	Jamaica, KINGSTON, Norman Manley Intl	Runway strip extension length and width at both runway ends is less than specified in Annex 14 Vol. I Sections 3.3.2 and 4	OCT/ 2000	ICAO Visit October 2000	U	Extend and widen runway strip or reduce runway declared distances	Jamaica		
AGA 17 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.3)	Jamaica, MONTEGO BAY, Sangster Intl	Runway strip extension length on west runway end and width at both runway ends is less than specified in Annex 14 Vol. I Sections 3.3.2, 3 and 4	OCT/ 2000	ICAO Visit October 2000	U	Extend and widen runway strip or reduce runway declared distances	Jamaica		
AGA 19 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.3, Section 3.3.16)	Jamaica, MONTEGO BAY, Sangster Intl	Runway graded strip contains ponds and does not comply with the specifications in Annex 14 Vol. I, Section 3.3.16	OCT/ 2000	ICAO Visit October 2000	U	Remove ponds in runway strip	Jamaica		
AGA 24 CAR	Runway End Safety Area (Annex 14, Vol. I, Chap. 5.3.5.1)	Jamaica, KINGSTON, Norman Manley Intl	No runway end safety areas are provided on both runway ends as specified in Annex 14 Vol I Section 3.4.1	OCT/ 2000	ICAO Visit October 2000	U	Provide runway end safety areas by extending the platform or reducing the declared distances	Jamaica		
AGA 25 CAR	Runway End Safety Area (Annex 14, Vol. I, Chap. 5, 5.3.5.1)	Jamaica, MONTEGO BAY, Sangster Intl	No runway end safety area is provided on the western runway end as specified in Annex 14 Vol I Section 3.4.1	OCT/ 2000	ICAO Visit October 2000	U	Provide runway end safety area by extending the platform or reducing the declared distances	Jamaica		
KNA Saint Kitts and Nevis										
AGA 280 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - Std. 3.4.2)	St. Kitts and Nevis, BASSETERRE, Robert L. Bradshaw Int'l	Runway strip length at runway ends is insufficient	JAN/ 2003	ICAO Visit - January 2003	U	Extend runway strip or do not declare stopways and reduce runway declared distances	St. Kitts and Nevis		

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AGA 282 CAR	Runway End Safety Area (Annex 14, Vol. I, Chap. 3, 3.5, 3.5.1 & 3.5.2)	St. Kitts and Nevis, BASSETERRE, Robert L. Bradshaw Int'l	Runway end safety areas are not provided	JAN/ 2003	ICAO Visit - January 2003	U	Provide runway end safety areas by extension of airfield or do not declare stopways and reduce runway declared distances	St. Kitts and Nevis		
AGA 284 CAR	Fencing (Annex 14, Vol. I, Chap. 9.10, 9.10.2, 9.10.4 & 9.10.6)	St. Kitts and Nevis, BASSETERRE, Robert L. Bradshaw Int'l	The perimeter fencing is inadequate	JAN/ 2003	ICAO Visit - January 2003	U	Upgrade perimeter barrier to prevent unauthorised access by people and entrance of animals	St. Kitts and Nevis		
AGA 286 CAR	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - Std. 3.5.2)	St. Kitts and Nevis, CHARLESTOWN, Vance W. Amory Int'l	The runway end safety area length at the east end is insufficient	JAN/ 2003	ICAO Visit January 2003	U	Extend the runway end safety area length, reduce the Runway 10 declared distances or reduce the aerodrome category. Action Plan: Runway upgrade project.	Nevis Island Administration	DEC/ 2006	
AGA 289 CAR	Fencing (Annex 14, Vol. I, Chap.9, 9.10, 9.10.2, 9.10.4 & 9.10.6)	St. Kitts and Nevis, CHARLESTOWN, Vance W. Amory Int'l	The perimeter fencing is inadequate	JAN/ 2003	ICAO Visit January 2003	U	Upgrade perimeter barrier to prevent unauthorised access by people and entrance of animals	St. Kitts and Nevis		
LCA Saint Lucia										
AGA 112 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10.2, 10.2.1, 10.2.2. & 10.2.3)	Saint Lucia, CASTRIES, George F. L. Charles Intl	Runway pavement surface severely deficient in many areas and FOD is present	JUL/ 2001	ICAO Visit July 2001	U	Maintain runway surface clean of FOD and upgrade the runway pavement	Saint Lucia		
AGA 118 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, Rec. 5.1.1.5)	Saint Lucia, VIEUX FORT, Hewanorra Intl	Wind direction indicator is not illuminated	JUL/ 2001	ICAO Visit July 2001	U	Provide illuminated wind indicator. Status: Pending	SLASPA	JUN/ 2003	
AGA 120 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.5.1 & 3 and ANP FASID Table AOP 1)	Saint Lucia, VIEUX FORT, Hewanorra Intl	Runway 28 PAPI is not operational due to lack of electrical power supply	JUL/ 2001	ICAO Visit July 2001	U	Provide PAPI for Runway 28. Status: Pending	SLASPA	OCT/ 2003	
MEX Mexico										
AGA 146 CAR	Runway end safety area (Annex 14, Vol. I, Chap. 3.5 - 3.5.1 and 7)	Mexico, CANCUN, Cancun International	The runway end safety area on the west end of the runway is not graded.	SEP/ 2001	ICAO Visit September 2001	U	To grade the runway end safety area.	Mexico		
AGA 148 CAR	Runway end safety area (Annex 14, Vol.I, Chap. 3.5 - 3.3.1, 6 and 7)	Mexico, MONTERREY, Gral. Mariano Escobedo International	The runway end safety area on the south end of runway 16/34 has vegetation and it is not graded.	SEP/ 2001	ICAO Visit September 2001	U	To remove vegetation and to grade the runway end safety area.	Mexico		
AGA 150 CAR	Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2 - 9.2.3)	Mexico, MONTERREY, Gral. Mariano Escobedo International	The rescue and fire fighting category is defficient for ocasional operations of B747, An-124 and A330 and regular operations of B767.	SEP/ 2001	ICAO Visit September 2001	U	To elevate the RFFS category from 7 to 8	Mexico		

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1	2	3	4	5	6	7	8	9	10	11
AGA 152 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.3 and ANP, Table AOP1)	Mexico, MONTERREY, Gral. Mariano Escobedo International	The centreline marking on Runway 11/29 is defficient	SEP/ 2001	ICAO Visit September 2001	U	To repaint the runway centreline markings	Mexico		
AGA 341 CAR	Runway Geometry (Annex 14, Vol. I, Chapter 3.1 - 3.1.18 and 19, 3.2.4, 3.3.14,Chap. 10, Rec. 10.1.1, 10.2, 10.2.1, 10.2.2, 10.2.3, 10.2.4)	México, MÉXICO, Lic.Benito Juárez International Airport	The transversal slopes of the runways, shoulders and strips should ease to have a fas evacuation and to prevent the water accumulation on the surfaces. Sometimes runways are closed after it rains due to water saturation and innapropriate drainage.	APR/ 2003	ICAO Visit - April 2003	U	To adequate the transversal slopes of the ruways, shoulders and strips and to improve the drainage in order to avoid water accumulation on the runway and shoulders surfaces; to provide the adequate resistance to the strips. To consider the slots on the runway surfaces. Action Plan: Emergent actions: Maintenance of strips, neighboring areas and complementary works. Rehabilitation of rain drainage in taxiways Bravo 3, Bravo 4, Bravo 7, replacement of collapsed pipes in Bravo 3 and complementary works. Emergent re-adaptation to the water displacement in the current drainage. Draining and rehabilitation of the drainage system (1st Phase). Rental of two high-pressure and vacuum hydropneumatic draining equipment. Removal of nozzles to link them to the main drainage network. Finishing of the deep drainpipes. Rectify strips. Rehabilitate the general drainage system. Waterproofing of the terminal building. Future actions: Hydraulic studies and photogrammetric surveys. Replacement of the pumping equipment. Draining and rehabilitation of the drainage system (2nd Phase).	AICM (Mexico)		

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AGA 342 CAR	Runway Strip (Annex 14, Vol.I, Chap.3, 3.4, 3.4.2)	México, MÉXICO, Lic.Benito Juárez International Airport	The length of the Runway Strip 05L/23R is insufficient at both runway ends	APR/ 2003	ICAO Visit - April 2003	U	To extend the strip or to reduce the declared distances of the runway. Action Plan: To attend this observation, the AICM is preparing proposals to be studied and approved by the DGAC, or that the DGAC prepares the corresponding recommendations and adopts the necessary measures in order to notify ICAO of the differences or to establish a Mexican Standard that endorses the difference as a State rule.	AICM (Mexico)		
AGA 345 CAR	Runway End Safety Area (Annex 14, Vol.I, Chap. 3.5 & 3.5.1)	México, MÉXICO, Lic.Benito Juárez International Airport	The length and width of the runway end safety area of Runway 05L/23R is insufficient at both ends	APR/ 2003	ICAO Visit - April 2003	U	To broaden the runway end safety area dimensions of Runway 05L/23R or to reduce the runway declared distances. Action Plan: To attend this observation, the AICM is preparing proposals to be studied and approved by the DGAC, or that the DGAC prepares the corresponding recommendations and adopts the necessary measures in order to notify ICAO of the differences or to establish a Mexican Standard that endorses the difference as a State rule.	AICM (Mexico)		
AGA 349 CAR	Runway holding position (Annex 14, Chap. 5, 5.2.10, 5.2.10.3)	México, MÉXICO, Lic.Benito Juárez International Airport	The runway holding positions in some taxiways do not have the required distance from the corresponding centreline	APR/ 2003	ICAO Visit - April 2003	U	Provide the required distance between the runway holding positions in the taxiways and the runway centrelines.	AICM (Mexico)		

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AGA 358 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10.1, 10.2.1, 10.2.2, 10.2.3 & 10.2.4)	México, MÉXICO, Lic.Benito Juárez International Airport	The runway, shoulder, taxiway and apron surfaces were observed to be deficient with irregularities and FOD. The taxiways and aprons have elevated and depressed manholes. Also, the fitted lights are elevated in both runways and there are holes on the pavement of Runway 05R/23L, where lights have been removed and not replaced	APR/ 2003	ICAO Visit - April 2003	U	Improve the runway, taxiway and apron pavement surface conditions. Taxiways B and C and the cargo apron require immediate attention. Action Plan: During this year the following will be reinstated/rehabilitated: Runway 05R/23L, Customs and Emergency Aprons, Bravo Taxiway, shoulders, slope lamps and pavement sealing. Two additional taxiways will be built. The manhole correction will be finished in December 2003	AICM (Mexico)		
AGA 360 CAR	Maintenance (Annex 14, Chap. 10, 10.1, Rec. 10.1.1)	México, MÉXICO, Lic.Benito Juárez International Airport	The centreline markings of the runway, some taxiways and aprons are deficient	APR/ 2003	ICAO Visit - April 2003	U	Re-paint the deficient markings	AICM (Mexico)		
NIC Nicaragua										
AGA 233 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4.6)	Nicaragua, MANAGUA, Intl Managua	The military helicopters parked on the runway strip are obstacles	MAR/ 2002	ICAO Visit March 2002 & July 2006	U	The Air Force removed helicopters parked in the runway strip, who where placed in zones where they do not represent an obstacle. The International Airports Operator will proceed to build three remote platforms for helicopter stand. To date, the CAA has approved the design and shortly construction works will begin.	Nicaragua	AUG/ 2008	
SLV El Salvador										
AGA 453 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.2.14.1 through 5.2.14.4)	El Salvador, SAN SALVADOR, El Salvador Intl	The signs do not comply with the standard	SEP/ 2006	ICAO Visit September 2006	U	Replace the signs in compliance to the standard	El Salvador	DEC/ 2008	
AGA 473 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2.1, Chap. 3 Rec. 3.4.8, 3.4.10)	San Salvador, El Salvador International Airport	The canal that cross through the 07 and 25 thresholds, might cause unsafe operation of aircrafts that could have a large or a short landing	NOV/ 2006	ICAO Visit November 2006	U	To cover tha canal 150mts, taking into account 75 mts on each side of the centre line on runway 07-25	El Salvador	DEC/ 2009	
AGA 475 CAR	Visual Aids (Annex 14, Vol.I, Chap.6, 6.1, 6.3.14)	San Salvador, El Salvador International Airport	The adjacent buildings to aprons are not indicated	NOV/ 2006	ICAO Visit November 2006	U	To sign buildings and hangars	El Salvador	DEC/ 2008	

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AGA 476 CAR	Visual Aids (Annex 14, Vol.I, Chap.3, 3.10.2)	San Salvador, El Salvador International Airport	The curved segments of the taxiway shoulders that are not indicated	NOV/ 2006	ICAO Visit November 2006.	U	To indicate the curved segments of the taxiway shoulders.	El Salvador		
AGA 479 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2.1, 10.2.2, 10.2.3, 10.2.4, 10.2.8 & 10.2.13)	San Salvador, El Salvador International Airport	Low index of cracking on runway 07-25 and high accumulation of rubber on the pavement surface of the runway	NOV/ 2006	ICAO Visit November 2006	U	To implement a programme to prevent rubber cracking. Periodical friction measurement	El Salvador		
TTO Trinidad and Tobago										
AGA 71 CAR	Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2)	Trinidad and Tobago, PORT OF SPAIN, Piarco	RFFS facilities are inadequate- Ref Annex 14 Vol. I Sections 9.2.21, 22, 29 & 30	MAR/ 2001	ICAO Visits March & December 2001	U	Provide new RFFS facility at a location with direct access to the runway and ensuring minimum response times to both runway ends. Action Plan: New RFFS facility under construction.	Trinidad & Tobago		
AGA 84 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2, 10.2.1, 10.2.2, 10.2.3, 10.2.4 & 10.2.8)	Trinidad & Tobago, PORT OF SPAIN, Piarco Intl	Runway pavement surface condition deficient. Excessive rubber deposits on the runway surface	DEC/ 2000	IATA Report October 2000 ICAO Visits March & December 2001	U	Upgrade runway pavement. Action Plan: Rubber has been removed. Runway upgrading project ongoing.	AATT (Trinidad and Tobago)	SEP/ 2004	
AGA 290 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.2)	Trinidad and Tobago. SCARBOROUGH, Crown Point Int'l	The runway strip length is insufficient at the western runway end.	MAY/ 2002	ICAO Visit May 2002	U	Provide the required runway strip length. Action Plan: Publish lack of runway strip in AIP. Analyse operational impact of reducing runway declared distances.	TTCAA/AATT (Trinidad and Tobago)	MAR/ 2004	
AGA 291 CAR	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - 3.5.1)	Trinidad and Tobago. SCARBOROUGH, Crown Point Int'l	No runway end safety area is provided at the western runway end	MAY/ 2002	ICAO Visit May 2002	U	Provide the required runway end safety area. Action Plan: Publish lack of RESA in AIP. Analyse operational impact of reducing runway declared distances.	TTCAA/AATT (Trinidad and Tobago)	MAR/ 2004	
USA United States										

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AGA 323 CAR	Runway End Safety Area (Annex 14, Vol.I, Chap. 3, 3.5, 3.5.1 & 3.5.2)	United States, Puerto Rico, Luis Muñoz Marin International Airport	No runway end safety area is provided at the east end of Runway 08/26	OCT/ 2003	ICAO Visit - October 2003	U	Provide runway end safety area by extension and/or displacing the Runway 08 end and Runway 26 threshold and reduce the runway declared distances accordingly. Action Plan: Threshold displaced to coincident with new parallel Twy S (underway) and relocated ILS. SJU working with FAA, US EPA and US Army Corps of Engineers to obtain a FONSI to continue extension of RESA. Planned project will provide extended safety area to include safety area work, displacement of 26 threshold, and application of declared distance declarations.	United States	2010	Construction projects have been implemented to rectify this urgent deficiency.
VCT Saint Vincent and the Grenadines										
AGA 204 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.2)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	No runway strip is provided at the east runway end	DEC/ 2001	ICAO Visit December 2001	U	Provide the runway strip by displacing the Runway 07 end and reducing the declared landing distance. Action Plan: Runway 07 end will be displaced to provide runway strip. Declared distances will be revised.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2006	
AGA 206 CAR	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - 3.5.1)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	No runway end safety area is provided at the east runway end	DEC/ 2001	ICAO Visit December 2001	U	Provide a runway end safety area by displacing the Runway 07 end and reducing the declared landing distance. Action Plan: Runway end safety area will be established under Airport Improvement Project. New declared distances will be published.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2006	
AGA 207 CAR	Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5, 3.5.1, 3.5.2 & 3.5.4)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Length and width of the runway end safety area at the west runway end is insufficient	DEC/ 2001	ICAO Visit December 2001	U	Correct the runway end safety area deficiencies by displacing the Runway 25 end and reducing the declared take-off distance. Action Plan: Runway end safety area will be established at west runway end under the Airport Improvement Project.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2006	

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AGA 209 CAR	Obstacles (Annex 14, Vol. I , Chap. 4, 4.2 , Rec. 4.2.27)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Obstacles infringing on the Runway 07 take off climb obstacle limitation surface include fencing, roads, terrain, buildings and vegetation	DEC/ 2001	ICAO Visit December 2001	U	Discontinue Runway 07 take-off operations with immediate effect. Action Plan: Discontinuation of Runway 07 take offs except under special dispensation by licensing authority.	Min. NS, PS & AD St. Vincent and the Grenadines	DEC/ 2004	
AGA 213 CAR	Fencing (Annex 14, Vol. I, Chap.9, 9.10, 9.10.1 & 9.10.3)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	An unauthorised person was observed crossing the runway strip at the west runway end and chickens were observed in front of the rescue and fire-fighting facility	DEC/ 2001	ICAO Visit December 2001	U	Ensure perimeter barrier is secure to prevent access to the airfield by animals and unauthorised persons. Action Plan: Repair and replacement of security fences, and construction of a perimeter road along the fence.	Min. NS. PS & AD St. Vincent and the Grenadines	DEC/ 2005	
AGA 214 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2 - 9.2.3, 5 & 6)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Rescue and fire-fighting Category should be 7, minimum 6, for B727 operations	DEC/ 2001	ICAO Visit December 2001	U	Discontinue B727 operations or upgrade RFFS Category to 7, or 6 minimum. Action Plan: RFF Category to be upgraded in keeping with aircraft types using airport.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2006	
AGA 215 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10.2, 10.2.1, 10.2.2, 10.2.3 & 10.2.4)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Runway sides, taxiway and apron pavement surfaces severely deficient in many areas and FOD is present	DEC/ 2001	ICAO Visit December 2001	U	Maintain pavement surfaces clean of FOD and repair pavements. Action Plan: Repair and upgrading of pavement surfaces is a part of the ongoing Airport Improvement Project.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2006	
AGA 216 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.4 & 5.2.4.1)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Runway 07 designation and threshold markings are faded	DEC/ 2001	ICAO Visit December 2001	U	Re-paint runway markings. Action Plan: Corrective action being undertaken.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2004	
AGA 219 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.3 - Stolport Manual 3.3.2.2)	St. Vincent and the Grenadines, MUSTIQUE, Mustique	Runway strip length at east runway end is insufficient	DEC/ 2001	ICAO Visit December 2001	U	Displace Runway 09 end and reduce the corresponding landing and take-off declared distances	St. Vincent and the Grenadines		
AGA 220 CAR	Obstacles (Annex 14, Vol. I , Chap. 4 - Stolport Manual 4.2)	St. Vincent and the Grenadines, MUSTIQUE, Mustique	Take-off obstacle limitation surface contains severe infringements by terrain and vegetation based on runway take-off declared distance published in AIP	DEC/ 2001	ICAO Visit December 2001	U	Reduce Runway 09 take-off declared distance to reflect displaced runway end for curved departure path and publish in the AIP	St. Vincent and the Grenadines		
AGA 221 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - Stolport Manual 5.3.1)	St. Vincent and the Grenadines, MUSTIQUE, Mustique	No stolport designation marking is provided at the Runway 09 threshold	DEC/ 2001	ICAO Visit December 2001	U	Provide stolport designation marking	St. Vincent and the Grenadines		

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AGA 222 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.1 - Stolport Manual 9.1.1 & 2)	St. Vincent and the Grenadines, MUSTIQUE, Mustique	No stolport emergency plan exists	DEC/ 2001	ICAO Visit December 2001	U	Prepare a stolport emergency plan	St. Vincent and the Grenadines		
AGA 223 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2 - Stolport Manual 9.2.2 and Annex 14 Vol. I para. 9.2.29 & 30)	St. Vincent and the Grenadines, MUSTIQUE, Mustique	The present position of the rescue and fire-fighting vehicle on the western edge of the apron is remote from personnel and does not have direct access to the runway and Security personnel double up as RFFS personnel	DEC/ 2001	ICAO Visit December 2001	U	Relocate position of RFFS vehicle to be close to personnel and have direct access to the runway and specify security procedures in the case of an emergency	St. Vincent and the Grenadines		
ABW Aruba										
AIS 29 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	Aruba	Implementation of the WGS-84 is on going	JAN/ 1998	GREPECAS AIS/MAP Subgroup Survey to States	U	Need to implement the WGS-84 Geodetic System	State	NOV/ 2005	Obstacle determination.
AIS 96 CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	Aruba	Lack of highest priority for printing of AIS publications.	SEP/ 1996	Records/files NACC RO; GREPECAS reports	U	Need to provide a higher priority for the printing of AIS publications	State		
ANT Netherlands Antilles										
AIS 41 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	Netherlands Antilles	Lack of implementation of the WGS-84	JAN/ 1998	GREPECAS AIS/MAP Subgroup Survey to States	U	Need to implement the WGS-84 Geodetic System	State	NOV/ 2004	Obstacles determination
AIS 104 CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	Netherlands Antilles	Lack of highest priority for printing of AIS publications.	SEP/ 1996	Records/files NACC RO; GREPECAS reports	U	Need to provide a higher priority for the printing of AIS publications	State		
BHS Bahamas										
AIS 17 CAR	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Bahamas	Timely distribution of the information through NOTAM	OCT/ 2000	GREPECAS AIS/MAP Subgroup	U	Need to disseminate on time all operational information through NOTAM	State		
AIS 30 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	Bahamas	Implementation of the WGS-84 is on going	JAN/ 1998	GREPECAS AIS/MAP Subgroup Survey to States	U	Need to implement the WGS-84 Geodetic System	State	NOV/ 2005	Obstacle determination.
BLZ Belize										

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AIS 31 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	Belize	Lack of implementation of the WGS-84	JAN/ 1998	GREPECAS AIS/MAP Subgroup Survey to States	U	Need to implement the WGS-84 Geodetic System	State	NOV/ 2006	WGS 84 was carried out at P.S.W. Goldson International Airport on 14th. November, 2005. Most of the WGS-84 coordinates have been identified and published in the Belize AIP. There is still some survey to be made due to the extension of the runway. This will be carried out shortly.
AIS 273 CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	Belize	Lack of highest priority for printing of AIS publications.	APR/ 2001	Records/files in NACC R0; ICAO visit April 2001	U	Need to provide a higher priority for the printing of AIS publications	State		Belize AIP (Second Edition) was published in 2005. Belize has an AIRAC System, AIP Amendment/Supplement and NOTAM System in place presently.
CRI Costa Rica										
AIS 33 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	Costa Rica	Partial implementation of the WGS-84	JAN/ 1998	GREPECAS AIS/MAP Subgroup Survey to States	U	Need to implement the WGS-84 Geodetic System	State	JUL/ 2007	Obstacles determination.
DOM Dominican Republic										
AIS 34 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	Dominican Republic	Partial implementation of the WGS-84	JAN/ 1998	GREPECAS AIS/MAP Subgroup Survey to States, Was informed on a new WGS 84 suvey project (enc. 131 file NE-58-3/mar-15-2002)	U	Need to implement the WGS-84 Geodetic System. Action Plan: 90% completed.	State	NOV/ 2004	Administrative coordination. Obstacles determination.
GTM Guatemala										
AIS 11 CAR	Annex 15, Chap. 4, Para. 4.2.9; Doc. 8733, Basic ANP, Part VIII, Paras 36 to 37	Guatemala	Lack of regular and effective updating of the AIP Document	OCT/ 2000	GREPECAS AIS/MAP Subgroup	U	Need to keep updated the information/data contained in the AIP	State		
AIS 36 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	Guatemala	Partial implementation of the WGS-84	JAN/ 1998	GREPECAS AIS/MAP Subgroup Survey to States	U	Need to implement the WGS-84 Geodetic System	State	NOV/ 2006	Obstacles determination.
AIS 99 CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	Guatemala	Lack of highest priority for printing of AIS publications.	SEP/ 1996	Records/files NACC RO; GREPECAS reports	U	Need to provide a higher priority for the printing of AIS publications	State		
HND Honduras										

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AIS 13 CAR	Annex 15, Chap. 4, Para. 4.2.9; Doc. 8733, Basic ANP, Part VIII, Paras 36 to 37	Honduras	Lack of regular and effective updating of the AIP Document	OCT/ 2000	GREPECAS AIS/MAP Subgroup	U	Need to keep updated the information/data contained in the AIP	State		
AIS 101 CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	Honduras	Lack of highest priority for printing of AIS publications.	SEP/ 1996	Records/files NACC RO; GREPECAS reports	U	Need to provide a higher priority for the printing of AIS publications	State		
AIS 267 CAR	Doc 8733 Basic ANP, Part VIII, Paras. 59 k), 61, 62. 64 7) and FASID Table AIS 7.	Honduras	Lack of production of the World Aeronautical Chart ICAO 1:1000 000	JAN/ 1994	Records/files NACC RO; GREPECAS reports	U	Need to produce the chart.	State		
JAM Jamaica										
AIS 14 CAR	Annex 15, Chap. 4, Para. 4.2.9; Doc. 8733, Basic ANP, Part VIII, Paras 36 to 37	Jamaica	Lack of regular and effective updating of the AIP Document	OCT/ 2000	GREPECAS AIS/MAP Subgroup	U	Need to keep updated the information/data contained in the AIP	State		
MEX Mexico										
AIS 26 CAR	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Mexico	Timely distribution of the information through NOTAM	OCT/ 2000	GREPECAS AIS/MAP Subgroup	U	Need to disseminate on time all operational information through NOTAM	State		
AIS 40 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	Mexico	Lack of implementation of the WGS-84	JAN/ 1998	GREPECAS AIS/MAP Subgroup Survey to States	U	Need to implement the WGS-84 Geodetic System	State		Obstacles determination.
AIS 311 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	Mexico	Lack of effective compliance with the AIRAC system requirement	NOV/ 1994	Records/files NACC RO	U	Need for an efficient application of AIRAC requirements in the integral package of aeronautical information.	State/Seneam	DEC/ 2007	
AIS 338 CAR	Annex 15, paragraph 4.3.5	Mexico	In the checklist of the Amendment to the AIP, AD section, a series of aeronautical charts with changes are mentioned. These charts do not have any page designator indicating that they belong to the AD section.	DEC/ 2006	When an amendment to the AIP is published, a reference to the series number of the elements of the aeronautical information integrated documentation that has been incorporated to the amendment will be included.	U	Amend AD Section of the AIP/MEX to include the respective aeronautical charts.			
SLV El Salvador										
AIS 10 CAR	Annex 15, Chap. 4, Para. 4.2.9; Doc. 8733, Basic ANP, Part VIII, Paras 36 to 37	El Salvador	Lack of regular and effective updating of the AIP Document	OCT/ 2000	GREPECAS AIS/MAP Subgroup	U	Need to keep updated the information/data contained in the AIP	State		

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AIS 35 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	El Salvador	Partial implementation of the WGS-84	JAN/ 1998	GREPECAS AIS/MAP Subgroup Survey to States	U	Need to implement the WGS-84 Geodetic System	State	NOV/ 2006	Obstacles determination.
AIS 98 CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	El Salvador	Lack of highest priority for printing of AIS publications.	SEP/ 1996	Records/files NACC RO; GREPECAS reports	U	Need to provide a higher priority for the printing of AIS publications	State		
TCA Turks and Caicos										
AIS 28 CAR	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Turks and Caicos Islands	Timely distribution of the information through NOTAM	OCT/ 2000	GREPECAS AIS/MAP Subgroup	U	Need to disseminate on time all operational information through NOTAM	State		
AIS 105 CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	Turks and Caicos Islands	Lack of highest priority for printing of AIS publications.	SEP/ 1996	Records/files NACC RO; GREPECAS reports	U	Need to provide a higher priority for the printing of AIS publications	State		
BHS Bahamas										
ATM 18 CAR	Use of the aeronautical phraseology	Bahamas	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	SEP/ 2000	ATS/SG/9, RO ATM/SAR mission in April 2005.	U	Continuous training and supervision in the use of aeronautical phraseology is required, in accordance with what is stated in Doc 4444 PANS-ATM. Bahamas is implementing the ICAO SARPs.	CAA Bahamas	MAR/ 2009	The Bahamas is in the process of converting to complete ICAO procedures and phraseology.
GRD Grenada										
ATM 25 CAR	Use of the aeronautical phraseology	Grenada	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	SEP/ 2000	ATS/SG/9	U	Continuous training and supervision in the use of aeronautical phraseology is required.	ECCAA	MAR/ 2010	a) CAA carries out periodic ATC unit inspections b) continuation of the process of legislative implementation with respect to language proficiency.
HND Honduras										

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

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 10 CAR	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Honduras	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the ocurrence of incidents and/or aeronautical accidents.	OCT/ 1995	GREPECAS/5	U	a) The required English language evaluation was carried out and effectively, its was noted that 60% of the Air Traffic Controllers presented the deficiency. b) It has been required to ensure that the recruitment of new personnel be done in accordance with ICAO standards, as well as English proficiency.	CAA Honduras	MAR/ 2010	Continuous training in the use of aeronautical phraseology provided by ICCAE.
ATM 28 CAR	Use of the aeronautical phraseology	Honduras	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	SEP/ 2000	ATS/SG/9	U	Continuous training in the use of aeronautical phraseology is provided by ICCAE.	CAA Honduras	MAR/ 2010	
HTI Haiti										
ATM 5 CAR	Provision of Aerodrome Control Services	Haiti/Cap. Haitien Aerodrome	Aerodrome control services are not provided at Cap. Haitien Aerodrome	MAY/ 1998	Mission to the State NACC Office	U	Aerodrome control services should be provided at Cap. Haitien	CAA Haiti	DEC/ 2003	The first stage is to keep flight information in Cap Haitien airport in the mid term and make the necessary changes. This project is on-going, and meanwhile work is done for a new airport project.
NIC Nicaragua										
ATM 1 CAR	Provision of air traffic control service CAR/SAM/3 Rec. 5/33	Nicaragua	Some segments of ATS routes of the FIR do not count yet with ATS at the required levels.	SEP/ 1994	GREPECAS/4, Report IATA Conc. 4/10, Appendix 5	U	The INAC informed of an implementation strategy that could be completed in 2008. The International Airports Administrator company (EAAI) requested the CAA to install secondary surveillance radars at the A. C. Sandino International Aiprort and at the Bluefields aerodrome..	INAC Nicaragua	DEC/ 2008	
SLV El Salvador										

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

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 8 CAR	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	El Salvador	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the ocurrence of incidents and/or aeronautical accidents.	OCT/ 1995	GREPECAS/5. Collaborative actions have been taken with other states for the recurrent training in the English language of air traffic controllers.	U	a) In order to reach and maintain the English language level required, the State shall establish a permanent and continuous training plan of ATC units, which contemplates the follow-up of the improvements of personnel of ATC units. b) The State shall demand the personnel who works in ATC units, the English language knowledge in compliance with ICAO Annex 1.	CAA El Salvador	MAR/ 2010	Continuous training in the use of aeronautical phraseology is provided by ICCAE.
ATM 24 CAR	Use of the aeronautical phraseology	El Salvador	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	SEP/ 2000	ATS/SG/9. Recurrent courses for the use of aeronautical phraseology for air traffic controllers have been implemented.	U	Continuous training in the use of aeronautical phraseology is provided by ICCAE.	CAA El Salvador	MAR/ 2010	
MEX Mexico										
CNS 54 CAR	VHF/AMS-voice. Aeronautical Mobile Service Plan (Table CNS 2A)	Mexico	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.	JAN/ 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.	Mexico		Budget specific approval for this purpose.
ANT Netherlands Antilles										
MET 5 CAR	SIGMET information (Annex 3, Part I, Chapter 7, standard 7.1.1)	Netherlands Antilles	Not all SIGMET messages are prepared based on the procedures established by ICAO.	MAY/ 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	APR/ 2003	TC, CB and VA shall be reported in SIGMET but TC and VA occasionally affect Curacao FIR, TC advisories are issued by Miami TCRC and, TC and CB cloud systems may be identified in satellite pictures.
HND Honduras										

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

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 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 adequate instalations for the MWO of Tegucigalpa.	SEP/ 2005		U		DGCA		MWO requires better installations and communications since it issues SIGMET for Central American FIR.
MET 83 CAR	Flight documentation (Annex 3, Chap 9, Standard 9.3.4)	Honduras	No flight documentation is being prepared.	SEP/ 2005		U		DGCA		The MET office is equipped with a WAFS workstation but requires communication facilities to provide flight documentation to distant users.
MET 84 CAR	Communications (Annex 3, Chap. 11, Standards 11.1.1, 11.1.2, 11.1.4)	Honduras	These requirements are not being complied.	SEP/ 2005		U		DGCA		MWO is linked to AFTN but better communications, including Internet are required to contact Washington VACC volcanic observatories and ATS, AIS and MET units in Central America.
MET 85 CAR	Exchange of special airreports (Annex 3, Chap. 5, Standard 5.9)	Honduras / ATS Units	ATS units do not document special AIREP to MET units.	SEP/ 2005	Develop an ATS/MET letter of agreement and make a follow-up in order to comply with that established on it.	U		DGCA		
HTI Haiti										
MET 2 CAR	SIGMET information (Annex 3, Part I, Chapter 7, standard 7.1.1)	Haiti	Not all SIGMET messages are prepared based on the procedures established by ICAO.	MAY/ 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	APR/ 2003	TC, CB and VA should be reported in SIGMET but TC and VA occasionally affect Port-au-Prince FIR, TC advisories are issued by Miami TCRC and TC and CB cloud systems may be identified in satellite pictures.
JAM Jamaica										
MET 4 CAR	SIGMET information (Annex 3, Part I, Chapter 7, standard 7.1.1)	Jamaica	Not all SIGMET messages are prepared based on the procedures established by ICAO	MAY/ 1996	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	APR/ 2003	TC, CB and VA shall be reported in SIGMET but TC and VA occasionally affect the Kingston FIR, TC advisories are issued by Miami TCRC and TC and CB cloud systems may be identified in satellite pictures.

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

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
HTI Haiti										
SAR 1 CAR	Search and Rescue facilities CAR/SAM/3 Rec. 6/2	Haiti SRR/RCC Port-au-Prince	Search and Rescue	OCT/ 2005	GREPECAS/5., RO ATM/SAR mission in April 2005.	U	A SAR Committee has been put in place in order to prepare the appropriate documentation, make the necessary coordination and implement the SAR Unit. The Procedural Manual and Operation Manual have been adopted. Letters of agreement with different units have been discussed and will be signed soon. A SAR Unit coordinator has been appointed and training is under way to make this unit functional as soon as possible. It is expected that the SAR Unit will be fully operational by the first semester of 2009.	CAA Haiti	JUL/ 2009	
TTO Trinidad and Tobago										
SAR 2 CAR	Search and Rescue facilities CAR/SAM/3 Rec. 6/2	Trinidad and Tobago RCC Piarco	SAR partially implemented	OCT/ 1995	GREPECAS/5	U	Procurement of equipment ongoing for RCC. SAR services provided by Trinidad and Tobago navy.	CAA Trinidad and Tobago/Ministry of Nat.Sec.	DEC/ 2009	SAR Agreememts with SRRs and RCCs finished.

Appendix C / Apéndice C

RISK ASSESSMENT / EVALUACIÓN DE RIESGO
"U" DEFICIENCIES / DEFICIENCIAS "U"

ID	Classification of "U" Deficiencies / Clasificación de las deficiencias "U"		Risk Assessment / Indice de riesgo
	Previous / Anterior	Current / Actual	
ARGENTINA			
AGA 220 SAM	U		
AIS 35 SAM	U		
ATM 1 SAM	U		
CNS 11 SAM	U		
BOLIVIA			
AIS 7 SAM	U		
AIS 16 SAM	U	Corrected / Corregida	
AIS 27 SAM	U	Corrected / Corregida	
MET 30 SAM	U		
BRAZIL / BRASIL			
AGA 476 SAM	U		
AGA 492 SAM	U		
AGA 493 SAM	U		
AGA 494 SAM	U		
AIS 2 SAM	U		
ATM 36 SAM	U		
COLOMBIA			
AGA 448 SAM	U	A	3B
AGA 454 SAM	U	A	3B
AGA 455 SAM	U	Corrected / Corregida	
MET 32 SAM	U	A	3C
ECUADOR			
AGA 306 SAM	U	Corrected / Corregida	
AGA 328 SAM	U	Corrected / Corregida	
AGA 459 SAM	U	Corrected / Corregida	
AIS 19 SAM	U	Corrected / Corregida	
AIS 32 SAM	U	Corrected / Corregida	
ATM 5 SAM	U		
MET 33 SAM	U		
GUYANA			
AIS 9 SAM	U		
AIS 20 SAM	U		
MET 28 SAM	U		
PANAMÁ / PANAMÁ			
	U	A	3B
MET 81 SAM	U	A	3B
PARAGUAY			
AGA 24 SAM	U		
ATM 10 SAM	U	A	4C
ATM 21 SAM	U	Corrected / Corregida	
MET 36 SAM	U		
SURINAME/SURINAM			
AGA 231 SAM	U		
AGA 429 SAM	U		
AIS 13 SAM	U		
AIS 31 SAM	U		
MET 58 SAM	U		
MET 59 SAM	U		
URUGUAY			
ATM 11 SAM	U		
ATM 23 SAM	U		
MET 39 SAM	U		
VENEZUELA			
AGA 26 SAM	U	Corrected / Corregida	
AGA 27 SAM	U	Corrected / Corregida	
AGA 28 SAM	U	A	2D
AGA 73 SAM	U	Corrected / Corregida	

ID	Classification of "U" Deficiencies / Clasificación de las deficiencias "U"		Risk Assessment / Indice de riesgo
	Previous / Anterior	Current / Actual	
AGA 74 SAM	U	Corrected / Corregida	
AGA 75 SAM	U	A	3D
AGA 80 SAM	U	Corrected / Corregida	
AGA 83 SAM	U	Corrected / Corregida	
AGA 85 SAM	U	Corrected / Corregida	
AGA 86 SAM	U	Corrected / Corregida	
AGA 93 SAM	U	Corrected / Corregida	
AGA 392 SAM	U		3C
AGA 424 SAM	U	Corrected / Corregida	
AGA 427 SAM	U	A	3C
AGA 460 SAM	U	A	3C
AGA 461 SAM	U	Corrected / Corregida	
AIS 14 SAM	U	A	2E
AIS 231 SAM	U	A	2E
ATM 25 SAM	U	A	4D
ATM 27 SAM	U	A	4D
CNS 14 SAM	U	A	3D

OUTSTANDING DEFICIENCIES

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

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
BRA Brasil										
AGA 476 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Pontapora Int´l	ANP requires RFF CAT 6. It is CAT 2	AUG/ 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	AUG/ 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	AUG/ 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 %	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/25 of its respective Report)	U	Mantain the 200 % minimum supply of complementary agent	BRAZIL/ANAC/INFRAERO		
COL Colombia										
AGA 448 SAM	Annex 14, Vol. I, Ch. 9	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int´l Airport	Emergency operations center not well structured	OCT/ 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	OCT/ 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)
PAN Panama										
AGA 462 SAM	Annex 14, Vol. I	PANAMA/DGAC/TOCUMEN S.A.	Weak coordination between DGAC area AGA en Tocumen S.A.	APR/ 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.		
PRY Paraguay										

OUTSTANDING DEFICIENCIES

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

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 24 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	The main RWY pavement is in process of deterioration		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	
SUR Suriname										
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	NOV/ 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	JUN/ 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		
VEN Venezuela										
AGA 28 SAM	Visual Aids (Annex 14, Vol. I. Ch. 5)	Venezuela, MARACAIBO/La Chinita Aerodrome	No PAPI at RWY 20		IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	U	Implement the facility "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)		IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001	U	Reconstruct the taxiways "PENDING ACTION PLAN"	Venezuela		

OUTSTANDING DEFICIENCIES

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

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/IAAIM	Presence of concrete boxes > 20 cm of the terrain surface, open box (4m x 4m x ≈ 5 m deep, room for equipments, rigid base for antennas, etc on the RWY strip	DEC/ 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	MAR/ 2006	
AGA 460 SAM	Annex 14, Vol. I, Ch. 9	VENEZUELA/INAC/IAAIM	Last full-scale aerodrome emergency exercise in 02 MAR 03	APR/ 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		

OUTSTANDING DEFICIENCIES

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

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
ARG Argentina										
AIS 35 SAM	Annex 15; 3.6.1 English language	Argentina	Requirement to use English for plain language texts in AIS publications		SAM RO Records.	U	1. Action Plan (2006) indicated that relevant action is being taken on the matter. NOTAM impl. 100%; AIP 30%.	Indicated State.	DEC/ 2009	2008: Requirement of English language experts translator personnel requirement, in order to comply with deadlines.
BOL Bolivia										
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.		SAM RO Records..	U	Action Plan (2006) 90% implemented	Indicated State	DEC/ 2008	
BRA Brasil										
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.		SAM Office records.	U	Action Plan (2004) not indicated what action is being taken on the matter.	Indicated State		
GUY Guyana										
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.		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.		SAM RO records.	U	Action Plan (2004) 80% implemented.	Indicated State		
SUR Suriname										
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		
VEN Venezuela										

OUTSTANDING DEFICIENCIES

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

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 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	JUN/ 2009	2008: The implementation of WGS84 system is advanced in 90%. Topographic mapping was made in 33 airports of the country. Such data is published in the AIP/VZLA and in aeronautical charts. Geoid undulation is pending, which is programmed for the next amendment, 20NOV2008.
AIS 59 SAM	Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Venezuela	Need for production of this serie of ICAO chart under the WGS-84 system to satisfy the lack of production of the WAC aeronautical chart.		SAM Office 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. A new automated system is in acquisition process. The data base aeronautical integrated system shall enable the generation and updating of the AIP, design and produce instrumental and visual flight procedures, radio navigatin aids performance simulation, airspace structuring, flight check simulation, production and updating of charts, among other features.	Indicated State		

OUTSTANDING DEFICIENCIES

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

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
ARG Argentina										
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). The level specified in rquirements related to language proficiency in the English language will be a requirement as of 05 March 2011.	OCT/ 1995	GREPECAS/5 Reporting of compliance through Attachment C to communication AN/12.44.6-07/68.	U	0. Performance in the English language of some ATC units could be a contributory factor for the occurrence of incidents and/or aeronautical accidents (Annex 1). For 2009-2010 it is expected to obtain level 4 of ICAO. 1. During the mission of 2006 note was taken on the English proficiency programme in ATS (PRONACEII) implemented. DHA habilitates personnel and establishes the initial and recurrent evaluation system. The Regiones Aéreas evaluate locally and supervise personnel. DTA coordinates periodical evaluation.	CRA Argentina	MAR/ 2011	2008: On 17 May 2007, an agreement was signed between the Ministry of Defence and the University of Buenos Aires, School of Philosophy and Humanities, so as to implement, develop, monitor and evaluate training in the English language (ROGER). This agreement complement regulaton No. 19/05 (PRONACEII). 2007: An action plan with measures to mitigate the risk, as established in ICAO Assembly Resolution A36-11.
BRA Brasil										

OUTSTANDING DEFICIENCIES

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

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 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.		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.
ECU Ecuador										
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).	OCT/ 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	DEC/ 2009	2008: Doc DGAC NB-08-08-114 of 15/07/08 Air Traffic Management expresses that the Training plan continues through years 2008 and 2009. 2007: Ecuador informed that its controllers have not been able to reach level 4 of the language proficiency foreseeing its finalization by 2007.
PRY Paraguay										

OUTSTANDING DEFICIENCIES

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

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 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)	OCT/ 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	DEC/ 2007	Paraguay informed that the solution is foreseen by 2007.
URY Uruguay										
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)	OCT/ 1995	GREPECAS/5	U	Through communication No. 025/02 dated 20 March 2002, the Uruguayan administration informed that they are studying the possibility to reinitiate 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 neew 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.
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	SEP/ 2000	ATM/SAR 02/00-SAM Meeting.	U	1. Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units. 3) Has training programmes (Mission Nov 2003) for the correct use of aeronautical phraseology in Spanish and English languages for ATCOs, with supervision on the adequate use of the same.	DINACIA Uruguay		Uruguay informed that a training process on the use of aeronautical phraseology for air traffic controllers has been implemented, foreseeing its solution by 2006.
VEN Venezuela										

OUTSTANDING DEFICIENCIES

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

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 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.	SEP/ 2000	ATM/SAR 02/00-SAM Meeting.	U	1. Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units. (E-CAR/SAM-NE ICG/2 Dic 2003). Realization of refreshment courses for ATCOs during 2004.	INAC Venezuela	JUL/ 2010	2008: A recurring training is kept in aerodrome, approach and control centre phraseology, according to the CATC capacities. 2007: Venezuela informed that a continuing process for training in the use of aeronautical phraseology for air traffic controllers has been implemented, foreseeing its solution by 2007.
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)	OCT/ 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	JUL/ 2010	An ICAO language proficiency expert is currently in Venezuela, who will carry out during five weeks a performance assessment in the English language to personnel from the different ATS units. The modification of the study Pensum of the Basic and Advanced air traffic courses was modified and the English course was increased to six hundres (600) hours. 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 SAM REGION

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
ARG Argentina										
CNS 11 SAM	Aeronautical Mobile Service Plan. Table CNS 1A. Lack of HF communicaitons coverage in the Ezeiza FIR, Oceanic Sector	Argentina	Deficiencies in the HF communications have been identified in the oceanic part of the Ezeiza FIR.	SEP/ 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.
VEN Venezuela										
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	MAY/ 2001	AP/ATM/2 meeting.	U	A new VHF communication system for Maiquetía ACC was acquired through the ICAO Technical Cooperation Section with the aim to guarantee the complete coverage of the ACC .The system is in the installation phase and it is foreseen its operation at the middle of 2008.	Venezuela CAA	OCT/ 2007	

OUTSTANDING DEFICIENCIES

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

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
BOL Bolivia										
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.	OCT/ 2006	a) Carry out a review the funcions 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		a) Personnel licenses for aeronautical meteorology will be applied. b) Courses for meteorological forecasters are being scheduled.
COL Colombia										
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.	JUN/ 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		
ECU Ecuador										
MET 33 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Ecuador / Aerodrome meteorological offices and meteorological watch office (MWO) of Guayaquil	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	JUN/ 1996	a) Review the funcions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U	Training programmes at national and international level are being carried out to have the specialized aeronautical meteorology personnel required.	DGAC	2007	
GUY Guyana										
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.	NOV/ 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		

OUTSTANDING DEFICIENCIES

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

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 34 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Guyana / Aerodrome meteorological office and meteorological watch office (MWO) of Georgetown	The MET Authority does not have available the minimum quantily of personnel to provide MET service.	NOV/ 2006	a) Review the funcions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U		GCAA in coordination with National MET Service		
MET 56 SAM	Surface wind, Annex 3, Standard 4.1.2.1)	Guyana COM Unit	Displays of surface wind in ATS units corresponds to wind sensor installed under the control tower	NOV/ 2006	Surface wind displays from surface wind from meteorological stations shall be installed in ATS units	U	Project proposal for new equipment includes Automated Weather System. This will fulfill this task when it becomes available. It is envisaged that once the project is approved, the deficiency will no longer exist.	NCAA in coordination with Hydromet Service		
PAN Panama										
MET 35 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)	Panama / Aerodrome meteorological offices and meteorological watch offices (MWO) of Tocumen	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	NOV/ 2000	a) Review the funcions 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 are making efforts to use the resources of some projects to be implemented. Plans for the formation and update to start in 2007 and end in 2010. Coordination with the universities is being carried out to correct this deficiency.	NCAA in coordination with Hydromet Nat. Service		
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.		Acquire and install the stations.	U	The Aeronauticla Authority of has already planned the installation of sensors and meteorological equipment at the aerodromes of Bocas del Toro, Changuinola and David, in order to correct this deficiency as soon as possible.	AAC		
PER Peru										
MET 63 SAM	Runway visual range (Annex 3, Chap. 4, Standard 4.6.3.4) FASID Table AOP 1 (CAR/SAM III-AOP 1-35)	Aerodrome meteorological station of Lima-Callao	No runway visual range assessments are made in the middle point.	NOV/ 2004		U	The RVR will be transferred from the runway end to the middle point.	CORPAC	2009	
PRY Paraguay										

OUTSTANDING DEFICIENCIES

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

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 meteorolgoical 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 preovision of MET service.	OCT/ 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	DEC/ 2007	There are legal restrictions, since currently it is not possible to increase the number of public officers hired.
SUR Suriname										
MET 38 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Suriname / Aerodrome meteorological offices and meteorological watch office (MWO) of Paramaribo	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	JUN/ 1996	a) Review the funcions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U		NCAA in coordination with the MET Centre		
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	OCT/ 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	OCT/ 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		
URY Uruguay										

OUTSTANDING DEFICIENCIES

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

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 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 offcies.	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	JUN/ 1996	a) Review the funcions 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		
VEN Venezuela										
MET 65 SAM	WMO requirements regarding MET personnel qualifications and training (Annex 3, Part I, Chapter 2, standard 2.1.15)	Caracas WMO	Caracas MWO does not have the minimum personnel required for the provision of MET service	FEB/ 2004		U	Implement recommended actions MET/05 and MET/06 of December 2004 mission.	INAC in coordination with SMN		
MET 66 SAM	Routine observations and reports (Annex 3, Chap 4, Standards 4.3.1 and 4.3.2)	Paraguana	Does not have MET stations	DEC/ 2004	Installation in process	U	Give priority to the installation of these stations with the VNEMETH Programme.	INAC in coordination with the SMN	AUG/ 2007	
MET 69 SAM	Flight documentation (Annex 3, Part I, Recommendation 9.4.1)	MET Office Caracas	Is not in accordance with Annex 3.	DEC/ 2005	Reported by IATA	U	Implement the Recommendations of the mission carried out on Dec. 2004.	INAC in coordination with SMN	2007	
MET 70 SAM	MET stations and obs. (Annex 3, Chap 4, Standard 4.1.1)	MET Office Maracaibo	IATA informs that all MET information is inappropriate.	APR/ 2005	Reported by IATA.	U	Implement the Recommendations of the mission carried out in Dec. 2004.	INAC in coordination with SMN	DEC/ 2008	

Agenda Item 2: Review of the results of the classification of "U" deficiencies from Conclusion ASB/8/2

2.1 The Meeting reviewed the implementation of Conclusion ASB/8/2. In this regard, the Meeting noted that the lists of "U" deficiencies were only circulated to the States/Territories and not to IATA and IFALPA as directed by the mentioned Conclusion due to an involuntary error. It was noted that the replies to the exercise received from the CAR States in assessing risk were very good, allowing for risk assessments to be carried out for all CAR "U" deficiencies. Concerning the SAM Region, it was noted that few States had performed the exercise. **Appendices B and C** to this part of the Report presents the information obtained in performing the exercise requested by Conclusion ASB/8/2, which includes the list of "U" deficiencies circulated by the ICAO Regional Offices to the States/Territories of each ICAO Region for better reference.

2.2 In examining the above-mentioned appendices, the valuable contribution that IATA and IFALPA can make concerning deficiency risk assessment was pointed out. Therefore, the Meeting was of the opinion to continue the exercise with the participation of IATA and IFALPA. It was agreed that the States that have been not yet performed the actions contained in Conclusion ASB/8/2 complete the exercise. IATA and IFALPA requested clarification regarding their participation and the methodology to perform the risk assessment. After the explanation provided by the Meeting, it was agreed that IATA and IFALPA, using the information provided by ICAO (also available in the GANDD), perform the risk assessment and provide the information to the respective ICAO Regional Office as soon as possible and, in any event, not later than 1 March 2009.

2.3 Based on the above, and considering the nature of "U" deficiencies, the Meeting was of the opinion that a special ASB Meeting should be convened to analyze the results of the exercises to be performed by IATA, IFALPA and the remaining States. In this regard, the following Conclusion for GREPECAS approval was formulated:

DRAFT
CONCLUSION ASB/9/1 FURTHER ACTIONS TO IMPLEMENT CONCLUSION ASB/8/2

In order to complete Conclusion ASB/8/2 that:

a) immediately after the GREPECAS/15 Meeting, the ICAO Regional Offices forward to IATA and IFALPA the list of "U" air navigation deficiencies currently available in the GANDD;

b) IATA and IFALPA carry out the "U" deficiencies risk assessment using the ICAO SMS Risk Analysis model and submit the results to the ICAO Regional Offices not later than 1 March 2009;

c) States that have been not yet done so, carry out the "U" deficiency risk assessment and submit results to the accredited Regional Office not later than 5 January 2009; and

d) ICAO conduct a special ASB Meeting at the NACC Regional Office in Mexico City in April 2009, to analyze the results of the completed exercise.

2.4 The Meeting noted that the ICAO Regional Offices, following the Uniform Methodology approved by the Council, would use the information provided by the States/Territories, IATA and IFALPA to prioritize the deficiencies (par. 2.1.1 f) per the Uniform Methodology.

Agenda Item 3: Analysis of the standard classification to air navigation deficiencies "A" and "B"

3.1 The Meeting reviewed the implementation of Decision ASB/8/1. In this regard, it was noted that GREPECAS has developed criteria for the classification of "U" deficiencies using the current SMS Risk Analysis model, and that by the above-mentioned Decision, the Secretariat was requested to carry out an analysis to expand the use of this criteria to the classification of "A" and "B" deficiencies.

3.2 The Secretariat presented the analysis to the Meeting, which was supported as follows:

a) the ICAO SMS Risk Analysis model is applicable only to those situations involving matters affecting the safety of air operations;

b) an "A" deficiency is defined as a deficiency with high priority requirements necessary for air navigation safety; and

c) a "B" deficiency is defined as a deficiency with intermediate requirements necessary for air navigation regularity and efficiency.

3.3 Based on the above facts, the Secretariat analysis concluded that other than the elements of the SMS Risk Analysis model considered for classification of "U" deficiencies (elements 5A, 5B, 5C, 4A, 4B and 3A) the remaining elements could be used to classify an "A" deficiency. Therefore, upon analyzing a deficiency affecting safety using the SMS Model, it is noted that a deficiency not related to the risk indices associated with type "U" could be classified as an "A" deficiency, and matters affecting regularity and efficiency of the air operations could be classified as a "B" deficiency.

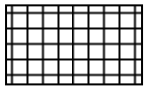
3.4 Extensive exchange of views concerning this matter occurred. In this regard, it was noted that considering the SMS risk management criteria, there exists elements where there is an acceptable level of risk and the risk can be managed so as to be negligible. However, considering the criteria of the Uniform Methodology approved by the Council, the deficiency does exist and, therefore, should be classified. Considering this fact, the Meeting was of the opinion that the SMS model should subsequently be used only as a tool to classify deficiencies affecting safety, i.e, "U" or "A" according to the Uniform Methodology approved by the Council. The Meeting recognized that improvements could be made regarding the classification criteria; however, it was the opinion of the Meeting that it was more important to put the mentioned criteria into practice and obtain experience with its application.

3.5 Based on the above, **Appendix A** to this part of the Report presents the ICAO SMS Risk Analysis model that could be used for "U" "A" and "B" deficiency classification.

APPENDIX A TO REPORT ON AGENDA ITEM 3

METHODOLOGY FOR DETERMINING THE THREE PRIORITY LEVELS FOR AIR NAVIGATION DEFICIENCIES (U/A/B) ON THE BASIS OF RISK INDEX

Risk probability		Risk severity				
		Catastrophic A	Hazardous B	Major C	Minor D	Negligible E
Frequent	5	5A	5B	5C	5D	5E
Occasional	4	4A	4B	4C	4D	4E
Remote	3	3A	3B	3C	3D	3E
Improbable	2	2A	2B	2C	2D	2E
Extremely improbable	1	1A	1B	1C	1D	1E



"U" type deficiencies correspond to the shadowed area of this matrix (Risk Indexes: 5A, 5B, 5C, 4A, 4B and 3A)

"A" type deficiencies correspond to all the remaining risk indexes

"B" type deficiencies are not safety related and do not correspond to any of the above risk indexes

Agenda Item 4: Other Business

4.1 The Meeting reviewed a proposal to amend the Uniform Methodology approved by the Council in order to provide State/Territories with a procedure, which could allow 7 working days to provide comments to ICAO Regional Offices in order to verify newly identified deficiencies prior to being entered into the GANDD. The Secretariat explained that a better option than a proposal for amendment to the Uniform Methodology would be to introduce this procedure in the supplementary procedures for classifying and addressing GREPECAS "U" deficiencies, as indicated in par. 2.1 b) above, so as to include this matter as an additional procedure.

4.2 In considering the proposal, it was noted that the mentioned supplementary procedures indicated above only were developed in light of the need to resolve the problem of "U" deficiencies; however, and considering that the deficiency classification procedures could now be applied for all deficiencies, the procedures in the following Draft Conclusion for GREPECAS consideration was formulated:

DRAFT
CONCLUSION ASB/9/2 REFINEMENT OF PROCEDURES FOR CLASSIFYING AND ADDRESSING DEFICIENCIES

That ICAO:

a) refine the procedures developed during the ASB/8 Meeting concerning classification and addressing of "U" deficiencies for all deficiencies, and include in same a procedure for State/Territories to comment regarding verification of the data concerning newly identified deficiencies, to be sent to ICAO within a period of 7 working days, before entering the deficiency into the GANDD; and

b) present the results to the next ASB Meeting.