



Agenda Item 4: Regional air navigation deficiencies/problems

4.2 Specific air navigation planning and implementation deficiencies/problems in the CAR/SAM Regions

“A” AND “B” DEFICIENCIES IN THE CAR/SAM REGIONS

(Presented by the Secretariat)

SUMMARY

This working paper is intended to present updated information on priority “A” and “B” deficiencies of the CAR/SAM States/Territories in each of the air navigation fields and on the actions taken by the referred States/Territories to resolve the aforementioned deficiencies.

References:

- Uniform methodology for the identification, evaluation and reporting of air navigation deficiencies, formulated by the ICAO Council.
- Report of the ALLPIRG/5 Meeting.
- Report of GREPECAS/12, GREPECAS/13 and GREPECAS/14 Meeting.
- Report of the Eighth Meeting of the GREPECAS Aviation Safety Board (ASB/8).
- Report of the last meetings of GREPECAS Contributory Bodies.

1. Introduction

1.1 According to its functions and based on the uniform methodology for the identification, assessment and reporting of air navigation deficiencies, formulated by the ICAO Council, GREPECAS and its Contributory Bodies periodically review the status of implementation of the CAR/SAM Regional Air Navigation Plan, with a view to determining their implementation level and identifying as necessary the deficiencies in the air navigation fields within these two Regions.

1.2 In this regard, and following Decision 9/20 of the GREPECAS/9 Meeting, the Aviation Safety Board (ASB), based on its terms of reference, during its eight meetings, has evaluated, supervised and conducted a follow-up on deficiencies with direct impact on safety that require urgent corrective action and are classified as priority urgent “U” in the air navigation fields of the CAR/SAM Regions. Appropriate actions were developed to contribute to the correction of “U” deficiencies. The results of this follow-up are included in Agenda Item 4, paragraph 4.1 – Report of the ASB/8 Meeting.

1.3 GREPECAS recommended the use of the electronically available GREPECAS Air Navigation Deficiencies Database (GANDD) on the ICAO website www.mexico.icao.int/bases, using a name and password assigned to each nominated individual of each Administration, who would provide updated information to said database. In this regard, Mr. Gabriel Meneses (gmeneses@mexico.icao.int) was named as focal point for the NACC Office, and Mr. Arturo Martínez (am@lima.icao.int) for the SAM Office, to provide technical assistance in the use of the GANDD.

1.4 Following Conclusion 13/92 of GREPECAS and supporting ICAO’S Strategic Objective A to improve the operational safety, the ALLPIRG/5 Meeting formulated Conclusions 5/14 - *A regional online database of air navigation deficiencies*, and 5/15 - *Last resort action to resolve regional air navigation deficiencies*. (Agenda item 2.3).

2. Discussion

2.1 The existing deficiencies affecting the provision of air navigation services in the ICAO Regions, and the need for the States/Territories to implement programmes to resolve them, are a matter of constant concern and high priority for the ICAO Council. In this sense, it should be noted that an important element of the ICAO Global Aviation Safety Plan (GASP), approved through Assembly Resolution A33-16, is the need to improve the identification and resolution of air navigation deficiencies in order to take specific actions for their deletion.

2.2 GREPECAS, when reviewing deficiencies in its Fourteenth Meeting, noted that many of the problems concerning deficiencies could be solved through better coordination between the States/Territories and their respective Regional Offices. It also recognised that the GANDD was the best tool to improve this coordination.

2.3 Likewise, the Group noted that failure by States/Territories to update the GANDD could be due to the coordination of personnel responsible for this function. With this purpose, the meeting adopted Conclusion 14/59 for the designation of a National Coordinator, in order to facilitate administrative coordination of the Database with those responsible in each area of air navigation services of the States/Territories.

2.4 GREPECAS also agreed that a complete review of the deficiency system was necessary, including the procedures, database, as well as the preparation of database user’s guide, and that this review should be applied by the Regional Offices to all “U” deficiencies prior to 31 December 2007, using standardised criteria. Acting in this way would be in a position to identify “U” deficiencies with a high degree of certainty so that an extraordinary meeting of the GREPECAS Aviation Safety Board (ASB) could review the implementation of Conclusion 13/92 and safely apply *last resort action*. Based on the above, the meeting agreed to adopt Decision 14/60.

2.5 In this sense, the ASB carried out its Fourth Meeting from 5 to 6 March 2007 in Lima, Peru, and note was taken that with regard to Conclusion 14/59 - *National Coordinator Responsible for Updating the GREPECAS Air Navigation Deficiency Database*, the currently list available of National

Coordinators responsible for updating the GANDD is being completed by the Secretariat and is presented in **Appendix C** to this working paper.

2.6 This list is expected to be completed during GREPECAS/15, thus participants who have not provided this information are encouraged to do so during the meeting.

2.7 Regarding Decision 14/60 - *Procedures for Classifying and Addressing GREPECAS “U” Deficiencies*, the ASB observed that a criterion for classifying “U” deficiencies was developed. This criterion recommended the application of the risk analysis approach currently used by the ICAO SMS official course. The idea is to consider all deficiencies with Risk Indexes **5A, 5B, 5C, 4A, 4B** and **3A**, respectively, with **frequent, occasional** and **remote** levels of probability and **catastrophic, hazardous** and **major** levels of severity as “U” deficiencies.

2.8 The ASB/8 took note of the efforts by the CAR and SAM Regional Offices to completely revise the method for presenting “U,” “A” and “B” deficiencies in one report format. To achieve this goal, the way to capture information for the GANDD was reformulated. As a consequence, the former “A,” “B,” “C” and “D” Appendices used to report unresolved GREPECAS deficiencies are reduced to one appendix and “Corrected Deficiencies” are retained and presented only for statistical purposes. In this regard, **Appendix A** to this working paper presents A and B outstanding deficiencies corresponding to the CAR Region, and **Appendix B** presents A and B outstanding deficiencies corresponding to the SAM Region, in the air navigation fields. It is important that the States/Territories participating in the meeting, review the referred Appendices and, if necessary, present material for their update.

2.9 In order that the Secretary of GREPECAS analyze the feasibility of applying the new classification procedure for “U” type deficiencies to classification “A” and “B” of air navigation deficiencies and present the results of the analysis to ASB/9, the Aviation Safety Board formulated Decision ASB/8/1.

2.10 In accordance with paragraph 1.2.3.7 b) of GREPECAS Procedural Handbook, which says that “in the interval between meetings, the Secretariat should intensively use a available electronic means, with a view to expediting the approval and implementation process of the draft Decisions and Conclusions provided by the Contributory Bodies which, at the Secretariat’s discretion, need immediate attention” and in order to prepare the results for the forthcoming ASB/9 Meeting, Draft Decision ASB 8/1 and Draft Conclusion ASB 8/2 had been approved by States/Territories through the GREPECAS “Fast Track” procedure.

2.11 In this regard and following Draft conclusion ASB 8/1, the Secretariat will present at the ASB/9 Meeting a study to be applied to “A” and “B” deficiencies, and the results will be analyzed in GREPECAS/15 Meeting under Agenda item 4.1.

3. **Suggested action**

3.1 The Meeting is invited to:

- a) take note of the information contained in Appendices A, B and C to this working paper;
- b) remind CAR and SAM States/Territories of the importance of using GANDD and submit action plans to solve their air navigation deficiencies to the ICAO NACC and SAM Offices; and,
- c) adopt other actions as deemed appropriate.

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

AIA	Anguilla
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AIS	43 CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Anguilla	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan reported.	A	Need for production of aeronautical charts according to requirements.	State	Obstacles determination
AIS	106 CAR	Annex 15 Chap. 8; Doc. 8733 Basic ANP, Part VIII, Para. 25; FASID Tables AIS 1 and 2	Anguilla	Pre- flight information/(implementation of required AIS aerodrome units).	SEP/ 1996	Records/files NACC RO; no action plan reported.	B	Need for effective implementation of required AIS aerodrome units.	State	
AIS	120 CAR	Annex 15. Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Anguilla	Aerodromes, Air Routes and Ground Aid	SEP/ 1996	Records/files NACC RO. No action plan reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State	
AIS	142 CAR	Annex 4 Chap. 16 Append. 5. FASID Table AIS 7.	Anguilla	Production of the world aeronautical charts-ICAO not according to the sheet layout index established for this series of chart.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	B	Need for production of aeronautical charts according to the established requirements.	State	
AIS	183 CAR	Annex 4Chap. 17.	Anguilla	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	B	Need for production of aeronautical charts according to the ICAO specifications.	State	
AIS	242 CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Anguilla	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart- ICAO	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for effective production of this series of aeronautical charts.	State	
AIS	327 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Anguilla	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	OCT/ 2007

AIA	Anguilla
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OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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MET 7	CAR Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5	Anguilla	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	JUN/ 1996	Review the functions and training of the aeronautical meteorologist.	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	State		
MET 58	CAR Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Anguilla	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 1996	Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	State		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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ATG Antigua and Barbuda

AGA	90	CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4, 3.3.4, 3.4.6 & 15)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Runway strip width is insufficient and contains objects in the following areas: West and east runway ends – concrete pits East runway end – fence, road & sea West runway end north side – fence, road, terrain, vegetation & buildings North side – apron, parallel taxiway and closed runway used for parking aircraft Central portion south side – fence & terrain	JUL/ 2001	ICAO Visit July 2001	A	Remove or modify objects located in the runway strip and widen the runway strip. Reduce the runway declared distances by approximately 100 m. Action Plan: Development of new apron planned.	Antigua and Barbuda Ministry of Aviation	DEC/ 2005	Pending the availability of funding for completion of Phase I of Master Plan.
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	A	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	92	CAR	Taxiway Parallel to Runway (ANP, Table AOP1, Annex 14, Vol. I, Chap. 3.9.8 & 3.9.12)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	No parallel taxiway is provided	JUL/ 2001	ICAO Visit July 2001	B	Complete the construction of the parallel taxiway.	Antigua and Barbuda Ministry of Aviation	DEC/ 2004	Pending the availability of funding for completion of Phase I of Master Plan.
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	A	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	94	CAR	Obstacles (Annex 14, Vol. I, Chap. 4, Rec. 4.2.12)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Obstacles in the transitional surface include aircraft parked on the apron and topography on both north and south sides of west runway end	JUL/ 2001	ICAO Visit July 2001	A	Reduce the obstacles infringing on the transitional surface. Action Plan: New apron development planned. Published in AIP.	Antigua and Barbuda Ministry of Aviation	DEC/ 2005	Pending the availability of funding for completion of Phase I of Master Plan.
AGA	96	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.4.1.1)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	No airfield signs are provided	JUL/ 2001	ICAO Visit July 2001	A	Provide illuminated airfield signs	Antigua and Barbuda Ministry of Aviation	DEC/ 2004	Pending the availability of funding for completion of Phase I of Master Plan.

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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AGA 98 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2,10.2.1)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Apron pavement in very poor condition in some areas with extensive loose stones - FOD	JUL/ 2001	ICAO Visit July 2001	A	Remove FOD continuously and repair apron pavement.	Antigua and Barbuda Ministry of Aviation	JUL/ 2004	Pending the availability of funding for completion of Phase I of Master Plan.
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	A	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	A	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.

ATG Antigua and Barbuda

AIS 169 CAR	Annex 4Chap. 17.	Antigua and Barbuda	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	B	Need for production of aeronautical charts according to the ICAO specifications.	State		
AIS 312 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Antigua and Barbuda	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State		

ATG Antigua and Barbuda

MET 6 CAR	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5	Antigua and Barbuda	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49.	JUN/ 1996	Review the functions and training of the aeronautical meteorologist	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology. Action Plan: The World Meteorological Organization, in coordination with ICAO, is seeking a solution to offer courses and seminars in aeronautical meteorology.	State		
MET 44 CAR	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Antigua and Barbuda	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to State required locations in accordance with the Table MET 2A requirements. Action Plan: This deficiency still remains.			

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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MET 59 CAR	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Antigua and Barbuda	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B	JUN/ 1996	a) To implement the SIP COM/MET Recommendations for the CAR Region, b) to make use for the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	State		The deficiencies in the OPMET exchange remain. An AFTN terminal is required at the MET Office
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OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

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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	A	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	A	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	298	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.8, 5.2.8.1 & 3)	Aruba, ORANJESTAD, Reina Beatrix Int'l	Taxiway centreline marking to guide aircraft turning around at the east runway end is not provided	JAN/ 2003	ICAO Visit January 2003	A	Provide turn-around guidance centreline markings at the runway end. Action Plan: Turn-around guidance centerline marking at the east runway end will be provided.	Aruba Airport Authority	JUN/ 2003
AGA	299	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - Std. 5.3.4.1.B)	Aruba, ORANJESTAD, Reina Beatrix Int'l	No approach lighting system is provided on Runway 29	JAN/ 2003	ICAO Visit January 2003	A	Provide a simple approach lighting system on Runway 29	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.

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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AGA 300 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.4, 5.3.4.1.C & Doc. 8733 ANP FASID Table AOP1)	Aruba, ORANJESTAD, Reina Beatrix Int'l	A simple approach lighting system is provided on Runway 11	JAN/ 2003	ICAO Visit January 2003	A	Provide a precision approach category I lighting system on Runway 11	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 301 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.15 & 5.3.15.1)	Aruba, ORANJESTAD, Reina Beatrix Int'l	No stopway lights are provided at both runway ends	JAN/ 2003	ICAO Visit January 2003	A	Provide stopway lights or do not declare stopways and amend 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 302 CAR	Visual Aids (Annex 14, Vol. I, Chap. 7, 7.1.1)	Aruba, ORANJESTAD, Reina Beatrix Int'l	No closed marking is provided on the eastern section of Taxiway F/D extension	JAN/ 2003	ICAO Visit January 2003	A	Provide closed marking for closed section of Taxiway F. Action Plan: Closed markings will be provided for closed section of Taxiway F.	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	A	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		
AGA 305 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10.10.2, 10.2.1, 10.2.2)	Aruba, ORANJESTAD, Reina Beatrix Int'l	Taxiway G at the western runway end, Taxiways A and B and some apron areas are in very poor condition, i.e. pavement bleeding, cracking, rutting, vegetation growth, open cable trenches, etc.	JAN/ 2003	ICAO Visit January 2003	A	Repair and maintain taxiway and apron surfaces	Aruba		

ABW Aruba

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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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	A	Need to implement the WGS-84 Geodetic System	State	NOV/ 2005	Obstacle determination.
AIS	45	CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Aruba	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan reported.	A	Need for production of aeronautical charts according to requirements.	State		Obstacle determination.
AIS	69	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	Aruba	Lack of effective compliance with the AIRAC system requirement	NOV/ 1994	Records/files NACC RO; GREPECAS reports. No action plan reported.	A	Need for an effective application of AIRAC requirements	State		
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	A	Need to provide a higher priority for the printing of AIS publications	State		
AIS	107	CAR	Annex 15 Chap. 8; Doc. 8733 Basic ANP, Part VIII, Para. 25; FASID Tables AIS 1 and 2	Aruba	Pre- flight information/(implementation of required AIS aerodrome units).	SEP/ 1996	Records/files NACC RO. No action plan reported.	A	Need for effective implementation of required AIS aerodrome units.	State		
AIS	122	CAR	Annex 15. Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Aruba	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State		
AIS	243	CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Aruba	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart-ICAO	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for effective production of this series of aeronautical charts.	State		
AIS	262	CAR	Annex 4 Chap. 7; Doc 8733 Basic ANP, Part VIII, Paras. 59 d) and 64 4); FASID Table AIS 6	Aruba	Partial application of ICAO requirements for the production of En route Navigation Charts-ICAO.	SEP/ 1996	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Effective application of ICAO State requirements for the production of En route chart-ICAO.	State		
AIS	328	CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Aruba	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rullcs are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007	
ABWAruba												
CNS	29	CAR	Surveillance Systems (Table CNS 4A)	Aruba/Reina Beatrix APP/Aruba's radar	Communications, Navigation and Surveillance	JUN/ 2000		B	Repair the radar.	Aruba		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

MET	8	CAR	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Aruba	Meteorology	JUN/ 1996	Review the functions and training of the aeronautical meteorologist.	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States
MET	27	CAR	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Aruba	RVR have not been implemented	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State
MET	45	CAR	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Aruba	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to States required locations in accordance with the Table MET 2A requirements.	
MET	60	CAR	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Aruba	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 1996	Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

BHS	Bahamas
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AGA	36	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP 1)	Bahamas, FREEPORT, Grand Bahama Intl	No approach lighting systems are provided as required in the CAR/SAM ANP FASID and Annex 14 Vol. I Section 5.3.4.1	OCT/ 2000	ICAO Visit October 2000	A	Provide approach lighting systems	Bahamas	SEP/ 2004
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	A	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	A	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	A	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	A	Provide side stripe markings on runways	Bahamas	
AGA	307	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.8.1)	Bahamas, NASSAU, Nassau Int'l	Taxiway "05/23" is not provided with centreline markings	MAY/ 2002	ICAO Visit May 2002	A	Provide taxiway centreline markings on Taxiway "05/23"	Bahamas	
AGA	308	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.8.7)	Bahamas, NASSAU, Nassau Int'l	The apron taxilane 3 centreline marking has incorrect characteristics	MAY/ 2002	ICAO Visit May 2002	A	Re-paint the apron taxilane 3 centreline markings	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	A	Verify the pattern of runway-holding position markings and correct where necessary	Bahamas	
AGA	310	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - Rec. 5.2.13.1)	Bahamas, NASSAU, Nassau Int'l	Apron safety line markings are not provided	MAY/ 2002	ICAO Visit May 2002	A	Provide apron safety line markings	Bahamas	
AGA	311	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.5.1 & ANP FASID Table AOP1)	Bahamas, NASSAU, Nassau Int'l	Runway 27 is not provided with a visual approach slope indicator system	MAY/ 2002	ICAO Visit May 2002	A	Provide a visual approach slope indicator system on Runway 27	Bahamas	
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	A	Verify the colour of all airfield lighting and replace with lights of correct colour where necessary	Bahamas	
AGA	313	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.15.1)	Bahamas, NASSAU, Nassau Int'l	Stopway lights are not provided at both ends of Runway 14/32	MAY/ 2002	ICAO Visit May 2002	A	Provide stopway lights or do not declare stopways and reduce Runway 14/32 ASDA declared distances	Bahamas	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 314 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.16.1)	Bahamas, NASSAU, Nassau Int'l	Some taxiways and parts of taxiways are not provided with taxiway edge lights	MAY/ 2002	ICAO Visit May 2002	A	Provide taxiway edge lights on Bahamas all taxiways used at night			
AGA 315 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.4.1.1)	Bahamas, NASSAU, Nassau Int'l	Signs are not provided on Runway 09/27	MAY/ 2002	ICAO Visit May 2002	A	Provide signs for Runway 09/27	Bahamas		
AGA 316 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - Rec.7.3.1)	Bahamas, NASSAU, Nassau Int'l	Chevron markings are not provided on the pre-threshold paved areas on both runways	MAY/ 2002	ICAO Visit May 2002	A	Provide chevron markings on pre-threshold paved areas on both runways	Bahamas		
AGA 317 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.1 & 2 - Rec. 9.2.30)	Bahamas, NASSAU, Nassau Int'l	Fire station does not have direct access to the runways	MAY/ 2002	ICAO Visit May 2002	A	Provide the fire station with direct access to the runways	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	A	Upgrade the runway pavements	Bahamas		
AGA 319 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2.10.2.1 & 10.2.2)	Bahamas, NASSAU, Nassau Int'l	The pavement surfaces on some aprons, taxiways and shoulders are in poor condition with irregularities and FOD	MAY/ 2002	ICAO Visit May 2002	A	Upgrade the taxiway and apron pavements and shoulders	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	A	Re-paint the runway and taxiway markings	Bahamas		

BHS	Bahamas
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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	A	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	A	Need to implement the WGS-84 Geodetic System	State	NOV/ 2005	Obstacle determination.
AIS 123 CAR	Annex 15. Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Bahamas	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan reported. No action plan reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State		
AIS 313 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Bahamas	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

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.	A	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.
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BHS Bahamas

CNS	49 CAR	Radio Navigation Aids (Table CNS 3) VOR/DME West End	Bahamas/West End	The VOR/DME stations is recommended in the FASID, but it is not implemented.	JAN/ 2004		B	This station is recommended for the West End Intl. Airport, Grand Bahamas Island.	Bahamas		
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BHS Bahamas

MET	9 CAR	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5	Bahamas	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49.	JUN/ 1996	Review the functions and training of the aeronautical meteorologist.	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States		
MET	46 CAR	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Bahamas	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to States required locations in accordance with the Table MET 2A requirements.			
MET	61 CAR	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Bahamas	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 1996	Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

BRB	Barbados
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AGA 160 CAR Obstacles (Annex 14, Vol. I, Chap. 4, Rec. 4.2.21)	Barbados, BRIDGETOWN, Grantley Adams Intl	Obstacles in the transitional surface include the fire station and hangar on the south side of the runway middle section	SEP/ 2008	ICAO Visits December 2001& May 2008	A	Long-term development planning should consider the relocation of the facilities which are obstacles infringing on the transitional surface. Action Plan: A comprehensive plan to resite the fire station and hangar has been established. Drawings and an action plan for a new fire station have been forwarded to Government for approval and funding. On approval the action plan will be executed.	Barbados	APR/ 2009	a) Construction of a new ARFF building has started and is due for completion by April 2009. When this building is completed the present structure will be demolished and removed. An adequate and direct approach to the runway will also be provided. b) The maintenance hangar owned by the Barbados Light Aeroplane Club has been earmarked for removal over the medium/term. No repairs or extensions are permitted to the building and it has been painted as an obstruction. It is intended that this structure will be removed as soon as possible, but an exact date cannot be given at this time. c) The NDB antennae mast will be removed by April 2009 when the NDB is expected to be decommissioned. This mast is however appropriately painted and lighted. It is a navigation aid that is presently used. d) The pole in the area of the 09 threshold at present provides electricity to two homes that are scheduled for relocation. There is, however, no definitive information on a date for the relocation to be accomplished. Consequently a quotation is being sought to have the service buried and the pole removed. It is expected to have the pole removed by the end of October 2008
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OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 162 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.17, 5.3.17.1)	Barbados, BRIDGETOWN, Grantley Adams Intl	No taxiway edge lighting is provided for the apron taxiway and the east runway end turn-around area	DEC/ 2001	ICAO Visits December 2001& May 2008	A	Provide taxiway edge lighting. Barbados Action Plan: Taxiway edge lighting is provided on the south side of the taxiway. However, the north side of the taxiway has not been let since it coincides with the parking apron. The turn-around area form part of the RWY 09 end and the beginning/threshold of RWY27. The necessary runway end and threshold lighting are already employed in this area. There are no plans to implement further lighting. Only the circular section for the turn-around has been let with edge lights.	Barbados		Remains for the time being.
AGA 163 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2, Rec. 9.2.27 & 30)	Barbados, BRIDGETOWN, Grantley Adams Intl	Access from rescue and fire-fighting services facilities to the runway is not the most direct, is narrow and pavement is deficient with potholes. There is a lack of training and participation in live fire drills for all rescue and fire fighting personnel.	SEP/ 2008	ICAO Visits December 2001& May 2008	A	Improve access to the runway by paving a fillet on the grassed area in front of the RFFS facility, widen the access road and maintain the pavement surface to ensure minimum response times to both runway ends. All ARFF personnel shall be properly trained to perform their duties in an efficient manner and shall participate in live fire drills commensurate with the types of aircraft and equipment in use at the aerodrome.	Barbados	JUN/ 2009	Required training is planned for airport fire fighting personnel within the next twelve months. A new live burning area is being developed and will be completed by the time the new ARFF building is completed
AGA 164 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2 & 10.2.1)	Barbados, BRIDGETOWN, Grantley Adams Intl	Apron pavement is in very poor condition in some areas with potholes, loose stones – FOD and open joints	SEP/ 2008	ICAO Visits December 2001& May 2008	A	Remove FOD continuously. The apron needs to be repaired at some parking positions, sill joints and provide safety lines.	Barbados	JAN/ 2009	a) Arrangements are being made for repairs to positions 8 and 9 on the aprons. Completion is planned for January 2009. Joints will be sealed during the repairs. b) Safety lines are provided on positions 22 and 11. Safety lines for positions 1 to 10 and position lead/in lines and numbering for all positions to be completed by 30th November 2008.

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15
WP/16
Appendix A

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

BRB	Barbados
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MET	10	CAR	Adequate number of MET trained staff.	Barbados	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	JUN/ 1996	To use CAR/SAM technical cooperation regional projects for the training of aeronautical meteorology.	B	Installation of a new Doppler radar is due to be completed in 2008, personnel will be trained to analyze imagery. Status: to be completed in 2009.	Barbados	DEC/ 2009	TC and CB cloud systems are identified using satellite imagery. Doppler radar will be useful to identify rain clouds and may be of help to detect wind sheer.
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OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

BLZ	Belize
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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	A	Do not declare stopway for Runway 25	Belize	
AGA 167	CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - Rec 3.3.4 & 6)	Belize, BELIZE CITY, Philip Goldson International	Runway strip width is insufficient in some sections of the northern part and contains objects such as debris and vegetation.	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	A	Remove the objects Widen the northern strip where required	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	A	Consider providing RESAs by not declaring stopways, clearing vegetation and strengthening the ground.	Belize	
AGA 169	CAR	Obstacles (Annex 14, Vol. I, Chap. 4 - 4.2.12)	Belize, BELIZE CITY, Philip Goldson International	Structures, vegetation and tails of larger aircraft parked on the apron are obstacles infringing on the transitional obstacle limitation surfaces	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	A	Remove obstacles	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	A	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	A	Provide turn-around guidance centreline markings at east runway end	Belize	
AGA 172	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.4.1)	Belize, BELIZE CITY, Philip Goldson International	No approach lighting systems are provided	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	A	Provide approach lighting systems	Belize	
AGA 173	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.4.1.1)	Belize, BELIZE CITY, Philip Goldson International	No airfield signs are provided	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	A	Provide illuminated airfield signs	Belize	
AGA 174	CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2 - Rec. 9.2.30)	Belize, BELIZE CITY, Philip Goldson International	Access from rescue and fire-fighting services facilities to the runway is not the most direct	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	A	Provide a direct access to the runway via Taxiway B by paving some of the grassed area in front of the RFFS facility	Belize	
AGA 175	CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap.10, 10.21 & 10.2.2)	Belize, BELIZE CITY, Philip Goldson International	Taxiway C and apron pavement in poor condition in some areas with cracked slabs, open joints and FOD	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	A	Remove FOD continuously, seal joints and repair pavements	Belize	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 176 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10,10.2.1 & 10.2.2)	Belize, BELIZE CITY, Philip Goldson International	Taxiway A shoulders in very poor condition in some areas with failed pavement and extensive loose material – FOD	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	A	Remove FOD continuously and replace Taxiway A shoulder pavement	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	A	Repair PAPIs and runway lighting system	Belize		
AGA 449 CAR	Certification of Aerodromes (Annex 14, Vol. I Chap.1, 1.4.1, 1.4.3 & 1.4.4)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Aerodrome Certification Process has not begun	NOV/ 2006	ICAO Visit November 2006	A	DCA is cheking the regulation. Belize Process must be accelerated.			
AGA 458 CAR	Certification of Aerodromes (Annex 14, Vol. I Chap.1, 1.5.1, 1.5.2, 1.5.3 & 1.5.4)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	SMS has not been implemented	NOV/ 2006	ICAO Visit November 2006	A	Implement SMS based on the established framework by the AAC. DCA is training personnel. Consider implementating an SMS Unit with the purpose to assess and oversee the Airport Operator.	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	A	Airport Operator is programingBelize the necessary works. The works must be implemented.			
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	A	Works to level the terrain must be included in the Corrective Action Plan	Belize		
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	A	Structure infringing (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	A	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	A	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	A	The runway edge lights are all white. Yellow filters must be installed in the last 600 m section	Belize		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 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	A	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	A	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	A	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	A	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	A	Plan and conduct full scale and partial emergency exercise	Belize		
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	A	The markings must be redesigned 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	A	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		
AGA 472 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2.1, 10.2.3 & 10.2.4)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	The maintenance programme of pavements and adjacent areas is not implemented	NOV/ 2006	ICAO Visit November 2006	A	The programme does not include measurements of the friction characteristics of runway surface. The maintenance programme must be implemented	Belize		

BLZ Belize

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 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	A	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 49	CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Belize	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan reported.	A	Need for production of aeronautical charts according to requirements.	State		Obstacle Determination.
AIS 185	CAR	Annex 4 Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Belize	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for production of aeronautical charts of this series according to the ICAO specifications.	State		
AIS 246	CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Belize	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart-ICAO	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for effective production of this series of aeronautical charts.	State		
AIS 263	CAR	Annex 4 Chap. 7; Doc 8733 Basic ANP, Part VIII, Paras. 59 d) and 64 4); FASID Table AIS 6	Belize	Partial application of ICAO requirements for the production of En route Navigation Charts-ICAO.	SEP/ 1996	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Effective application of ICAO requirements for the production of En route chart-ICAO.	State		
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	A	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.
AIS 314	CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Belize	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rullles are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007	

BLZ **Belize**

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

CNS	9 CAR	ATS Speech Circuits Plan (Table CNS 1C) - Belize APP- Puerto Barrios TWR	Belize- Guatemala/COCESNA	The required circuit is not implemented.	NOV/ 1999	COCESNA informed that the Puerto Barrios Airport changed to a National Airport, therefore, this circuit would no longer be an international requirement.	B	Study and implement a possible via. Action Plan: The category of the Puerto Barrios airport was changed to domestic; therefore, this circuit is no longer an international requirement.	Belize, Guatemala and COCESNA	
CNS	57 CAR	ATS speech circuits plan (Table CNS 1C) Belize APP - Merida ACC	Belize and Mexico	The circuit is out of service since 1 June 2003.	JUN/ 2003	Informed during the CA/ANE/WG/3 Meeting and reported by the DCA of Belize.	B	To implement a direct circuit to establish communications in Belize 15 seconds.	Mexico and	

BLZ	Belize
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MET	11 CAR	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5.	Belize	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49.	JUN/ 1996	Review the functions and training of the aeronautical meteorologist.	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States	
MET	30 CAR	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4. 6.3.2)	Belize	RVR have not been implemented.	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State	
MET	47 CAR	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Belize	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to States required locations in accordance with the Table MET 2A requirements.		
MET	63 CAR	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Belize	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 1996	a) Implement the SIP COM/MET Recommendations for the CAR Region, b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

VGB British Virgin Islands

AIS	68 CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	British Virgin Islands	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan reported.	A	Need for production of aeronautical charts according to requirements.	State	Obstacles determination.
AIS	119 CAR	Annex 15 Chap. 8; Doc. 8733 Basic ANP, Part VIII, Para. 25; FASID Tables AIS 1 and 2	British Virgin Islands	Pre- flight information/(implementation of required AIS aerodrome units).	SEP/ 1996	Records/files NACC RO. No action plan reported.	B	Need for effective implementation of required AIS aerodrome units.	State	
AIS	140 CAR	Annex 15. Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	British Virgin Islands	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State	
AIS	201 CAR	Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	British Virgin Islands	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for production of aeronautical charts of this series according to the ICAO specifications.	State	
AIS	216 CAR	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	British Virgin Islands	Partial application of ICAO requirements for the production of Aerodrome obstacle chart-ICAO Type A.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports.	A	Need for effective production of aeronautical charts of this series according to the ICAO specifications.	State	
AIS	334 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	British Virgin Islands	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rullles are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

CYM Cayman Islands

AGA	2 CAR	Runway Geometry (Annex 14, Vol. I, Chap. 3.1 & 3.2)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	Runway shoulders are not provided as specified in Annex 14, Vol. I, 4th Ed., Section 3.2.1	OCT/ 2000	ICAO Visit October 2000	B	Provide runway shoulders during next runway upgrading. Action Plan: Specified runway shoulder to be provided subject to implementation of airport development master plan. Reduced data published in AIP.	Cayman Islands	DEC/ 2008	Delayed implementation of airport development master plan.
AGA	6 CAR	Taxiway Parallel to Runway (ANP, Table AOP 1 and Table 3-1 of Annex 14 Vol. I, 4th Edition Chap. 3, 3.9.8, 3.9.12)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	No parallel taxiway to the runway as referenced in ANP, Table AOP1	OCT/ 2000	ICAO Visit October 2000	B	Provide a full-length parallel taxiway Action Plan: Provide a parallel taxiway. Subject to airport master plan implementation date. Difference published in AIP.	Cayman Islands	DEC/ 2008	Delayed implementation of airport development master plan.
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	A	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	A	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.
AGA	26 CAR	Obstacles (Annex 14, Vol. I, 4th Edition, Chap. 4.2.12)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	Obstacles exist in the transitional obstacle limitation surface, including roads, housing, fencing, trees and the tails of aircraft parked on the aprons - Ref. Annex 14 Vol I., 4th Ed., Section 4.2.12	OCT/ 2000	ICAO Visit October 2000	A	Eliminate obstacles by relocating facilities and during the next apron re-configuration. Action Plan: Obstacles lit and facilities removed where practical. Information published in the AIP.	Cayman Islands	DEC/ 2006	Delayed implementation of airport development master plan.
AGA	27 CAR	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2.20 & 4.2.21)	Cayman Islands, CAYMAN BRAC, Gerrard Smith Intl	Obstacles exist in the transitional obstacle limitation surface, including road, buildings and trees - Ref. Annex 14 Vol I Section 4.2.12	OCT/ 2000	ICAO Visit October 2000	A	Eliminate obstacles by relocating facilities. Action Plan: Obstacles lit. Trees removed where practicable. Information published in AIP.	Cayman Islands	JAN/ 2001	Land owner jurisdiction and insufficient enforcement regulations.
AGA	40 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP 1)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	No edge lights are provided on the runway end turn-around area as required in Annex 14 Vol. I, 4th Ed., Section 5.3.17.1	OCT/ 2000	ICAO Visit October 2000	A	Provide taxiway edge lighting on runway turn pads.	Cayman Islands	DEC/ 2007	Delayed implementation of airport development master plan.

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 42 CAR	Visual Aids (Annex 14, Vol. I, 4th Ed., Chap. 5.3.4.1(A) and ANP, Table AOP 1)	Cayman Islands, CAYMAN BRAC, Gerrard Smith Intl	No approach lighting is provided - Ref. Annex 14 Vol. I, 4th Ed., Section 5.3.4.1(A)	OCT/ 2000	ICAO Visit October 2000	A	Provide approach lighting system. Action Plan: Installation of simple lighting system not physically practical due to inadequate terrain distance. High intensity runway end indicator lighting system and PAPIs installed.	Cayman Islands	DEC/ 2006	Inadequate terrain distance.
AGA 43 CAR	Visual Aids (Annex 14, Vol. I, 4th Ed., Chap. 5.3.17.1 and ANP, Table AOP 1)	Cayman Islands, CAYMAN BRAC, Gerrard Smith Intl	No apron edge lights are provided - Ref. Annex 14 Vol. I, 4th Ed., Section 5.3.17.1	OCT/ 2000	ICAO Visit October 2000	A	Provide apron edge lighting. Adequate guidance is provided with taxiway edge lights and centerline markings leading up to apron stands which are appropriately marked. Apron edge markings and flood lights are also provided.	Cayman Islands	APR/ 2006	none
AGA 73 CAR	Pavement Surface Conditions (Annex 14, Vol. I, 4th Edition, Chap. 10.2, 10.2.1)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	GA apron pavement surface deficient - Ref Annex 14 Vol. I, 4th Ed., Section 10.2	OCT/ 2000	ICAO Visit October 2000	A	Upgrade apron pavement. Action Plan: Apron maintenance program implemented and surface swept regularly. Project to overlay surface identified.	Cayman Islands	DEC/ 2007	Delayed implementation of airport development master plan.
CYM Cayman Islands										
AIS 84 CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 61 to 64, FASID Table AIS 7	Cayman Islands	Lack of production of the World Aeronautical Chart ICAO 1:1000 000	NOV/ 1994	Records/files NACC RO; GREPECAS reports	B	Need for production of ICAO Aeronautical World Chart 1:1000,000 Action plan: schedule to be completed Dec. 2003	State		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

COCE COCESNA

CNS	16	CAR	ATS Speech Circuits Plan (Table CNS 1C) - La Aurora APP - Puerto Barrios TWR	COCESNA-Guatemala	The required circuit is not implemented. An IDD is being used.	NOV/ 1999	COCESNA informed that the airport changed to national category.	B	Find a mean to implement the circuit or a proposal to amend the FASID. Action Plan: The category of the Puerto Barrios airport was changed to domestic; therefore, this circuit is no longer an international requirement.	COCESNA-Guatemala	
CNS	38	CAR	Radio Navigation Aids (Table CNS 3) ILS Intl. Airport, San Salvador, El Salvador, Runway 07	COCESNA-El Salvador	The equipment is obsolete	APR/ 2003	89 Meeting of Civil Aviation General Directors of Central America and Panama (DGAC CAP/89)	B	COCESNA informed that public works have initiated to install new equipment in runway 25. Action Plan: The ILS is in place.	COCESNA-El Salvador	JUL/ 2010
CNS	39	CAR	Radio Navigation Aids (Table CNS 3) DVOR/DME Puerto San José, Guatemala	COCESNA-Guatemala	The equipment is obsolete	APR/ 2003	89 Meeting of Civil Aviation General Directors of Central America and Panama (DGAC CAP/89)	B	Replacement of a new DVOR/DME Station. This has been included in a COCESNA and State Members project. Action Plan: The replacement of this radio aid has been included in a COCESNA Project.	COCESNA-Guatemala	
CNS	40	CAR	Radio Navigation Aids (Table CNS 3) ILS/DME Intl. Airport La Aurora, Guatemala.	COCESNA-Guatemala	The replacement of the equipment is required	APR/ 2003	89 Meeting of Civil Aviation General Directors of Central America and Panama (DGAC CAP/89)	B	COCESNA informed that the ILS/DME installation is pending. The on-the-site study performed determined that the implementation is not feasible. Action Plan: Within the radio aids replacement project carried out by COCESNA, the corresponding study was carried out and it was concluded that the implementation of this radio aid is not feasible.	COCESNA-Guatemala	
CNS	46	CAR	Radio Navigation Aids (Table CNS 3) ILS/DME Philip S.W. Goldson Airport, Belize, Belize	COCESNA-Belize	The replacement of the equipment is required	APR/ 2003	89 Meeting of Civil Aviation General Directors of Central America and Panama (DGAC CAP/89)	B	A new equipment ILS/DME is required. Action Plan: The replacement of this radio aid has been included in a COCESNA Project.	COCESNA-Belize	JAN/ 2009

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15
WP/16
Appendix A

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

CNS	48 CAR Surveillance Systems (Table CNS 4A)	COCESNA	No existence of a surveillance in the remotes zones of the Pacific FIR CENAMER remotes zones.		89 Meeting of Civil Aviation General Directors of Central America and Panama (DGAC CAP/89)	B	Bearing in mind the improvements made by COCESNA in the ACC CENAMER, COCESNA is evaluating the feasibility of implementing ADS based on satellite communications.	COCESNA	DEC/ 2006	No changes have been made.
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OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

CRI	Costa Rica
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AGA 224	CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.3 & 6)	Costa Rica, ALAJUELA/ SAN JOSE, Intl Juan Santamaria	The runway strip width is insufficient and it has objects such as construction equipment, aircraft containers, aircraft parked on the apron, fencing and taxiways, especially on the east end of the runway	MAR/ 2002	ICAO Visit March 2002 & September 2006	A	Increase the width of the runway strip; reduce the objects on the runway strip by removing and relocating as many objects as possible	Costa Rica	
AGA 226	CAR	Obstacles (Annex 14, Vol. I, Chap. 4 - 4.2.12 & 4.2.21)	Costa Rica, ALAJUELA/ SAN JOSE, Intl Juan Santamaria	There are obstacles infringing the transition surfaces, this includes topography, buildings, fencing and aircraft parked on the apron	MAR/ 2002	ICAO Visit March 2002 & September 2006	A	Remove, lighten and/or mark obstacles	Costa Rica	
AGA 228	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5- 5.2.8.7)	Costa Rica, ALAJUELA/ SAN JOSE, Intl Juan Santamaria	Markings on the centreline of the taxiway, including the apron, are not continuous	MAR/ 2002	ICAO Visit March 2002	A	Correct markings on the centreline of the taxiway	Costa Rica	
AGA 229	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.2.14.1 through 5.2.14.4)	Costa Rica, ALAJUELA/ SAN JOSE, Intl Juan Santamaria	Apron has no safety lines. Lack of Painting Maintenance	MAR/ 2002	ICAO Visit March 2002 & September 2006	A	Provide safety lines on the platform	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	A	Provide a simple approach lighting system. Change the PAPI system from the east to the west side of Runway 25	Costa Rica	
AGA 231	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5- 5.3.5.1 and ANP FASID Table AOP1)	Costa Rica, ALAJUELA/ SAN JOSE, Intl Juan Santamaria	Runway 25 has no visual approach slope indicator systems	MAR/ 2002	ICAO Visit March 2002 & September 2006	A	Provide visual approach slope indicator systems	Costa Rica	
AGA 232	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5- 5.4.1.1, 5.4.2, 5.4.3, 5.4.4, 5.4.5, 5.4.6 & 5.4.7)	Costa Rica, ALAJUELA/ SAN JOSE, Intl Juan Santamaria	Signs on the airfield do not comply with standards in terms of design and illumination	MAR/ 2002	ICAO Visit March 2002 & September 2006	A	Provide adequate signs on the airfield	Costa Rica	
AGA 424	CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 2.2.6.2)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaria	Does not apply ANC - PCN Method	SEP/ 2006	ICAO Visit September 2006	A	To provide information	Costa Rica	
AGA 425	CAR	Runway Strip (Annex 14, Vol.I, Chap.3 & 3.4.8)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaria	Runway strip on the East side is affected by superficial sewage	SEP/ 2006	ICAO Visit September 2006	A	It should be tubed and marked	Costa Rica	
AGA 426	CAR	Runway Strip (Annex 14, Vol.I, Chap.3 -3.4.2, 3.4.8 & 3.4.14)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaria	There is a road located in the sector before threshold 25 that is very close to the Runway	SEP/ 2006	ICAO Visit September 2006	A	The lenght, width and slope of the Runway strip should be verified	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 Santamaria	Runway 05/27 does not have RESA	SEP/ 2006	ICAO Visit September 2006	A	Enable RESAs	Costa Rica	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 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	A	To mark the close perimeter fencing considering runway width projection	Costa Rica		
AGA 429 CAR	Runway Geometry (Annex 14, Vol. I, Chap. 3.9 & 3.9.16)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The current Geometry design of the rapid exit taxiway does not allow to optimize air traffic management for arrivals on Runway 07	SEP/ 2006	ICAO Visit September 2006	B	To study the location of a rapid exit taxiway	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	A	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	A	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	A	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	A	Study and redesign the markings with the necessary precautions in order to protect sensible areas and critical ILS	Costa Rica		
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	A	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	A	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	A	Cimply with the minimum separatin distances and level the terrain	Costa Rica		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 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	A	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	A	Modify Legal Framework to include concepts	Costa Rica		
AGA 439 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 facilities are very near to the fuel facilities; and the access roads are intercepted by a service road	SEP/ 2006	ICAO Visit September 2006	A	Move the fuel facilities at least 150 meters from the RFFS facilities or move the RFFS facilities far from the fuel facilities but near the Runway	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	A	To train the personnel and certify 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	A	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	A	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 illuminated and the bases are not frangible	SEP/ 2006	ICAO Visit September 2006	A	Include a Maintenance Programme, illuminate indicators and replace bases with frangible structures	Costa Rica		
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	A	It is necessary to periodically measure the friction characteristics of the runway surface	Costa Rica		
AGA 445 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 2.2.6.2)	Costa Rica, LIBERIA Daniel Oduber Quirós	Does not apply ANC - PCN Method	SEP/ 2006	ICAO Visit September 2006	A	To provide information	Costa Rica		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 446 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 facilities are very near to the fuel facilities; and the access roads are intercepted by a service road	SEP/ 2006	ICAO Visit September 2006	A	Study the moving of the fuel facilities at least 150 meters from the RFFS facilities or move the RFFS facilities far from the fuel facilities but near the Runway. Install the precaution marking at the vehicle exit	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	A	To train the personnel and certify 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	A	Enable RESAs	Costa Rica		
AGA 450 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5- 5.3.5.1 and ANP FASID Table AOP1)	Costa Rica, LIBERIA Daniel Oduber Quirós	Runway 25 has no visual approach slope indicator systems	SEP/ 2006	ICAO Visit September 2006	A	Provide visual approach slope indicator systems	Costa Rica		
AGA 451 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5- 5.4.1.1, 5.4.2, 5.4.3 & 5.4.4)	Costa Rica, LIBERIA Daniel Oduber Quirós	Signs on the airfield do not comply with standards in terms of design and illumination	SEP/ 2006	ICAO Visit September 2006	A	Provide adequate signs on the airfield	Costa Rica		
AGA 452 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.2.14.1 through 5.2.14.4)	Costa Rica, LIBERIA Daniel Oduber Quirós	Apron has no safety lines. Lack of Painting Maintenance	SEP/ 2006	ICAO Visit September 2006	A	Provide safety lines on the platform	Costa Rica		
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	A	Need to implement the WGS-84 Geodetic System	State	JUL/ 2007	Obstacles determination.
AIS 50 CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Costa Rica	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan reported.	A	Need for production of aeronautical charts according to requirements.	State	JUL/ 2007	Obstacles determination.
AIS 171 CAR	Annex 4Chap. 17.	Costa Rica	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. A new chart is being developed.	B	Need for production of aeronautical charts according to the ICAO specifications.	State	OCT/ 2007	
AIS 186 CAR	Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Costa Rica	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for production of aeronautical charts of this series according to the ICAO specifications.	State	JUL/ 2007	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 248 CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Costa Rica	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart-ICAO	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for effective production of this series of aeronautical charts.	State	JAN/ 2000	
AIS 315 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Costa Rica	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	A	AUG/ 2007	
CRI Costa Rica										
MET 12 CAR	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5	Costa Rica	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	JUN/ 1996	Review the functions and training of the aeronautical meteorologist.	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States		
MET 31 CAR	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4. 6.3.2)	Costa Rica	RVR have not been implemented	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State		
MET 48 CAR	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Costa Rica	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance	A	Disseminate air notifications to States required locations in accordance with the Table MET 2A requirements.			
MET 64 CAR	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Costa Rica	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 1996	a) Implement the SIP COM/MET Recommendations for the CAR Region, b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

CUB	Cuba
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AGA	132	CAR	Runway Strips (Annex 14, Vol. I, 4th Edition Chap. 3.4.3 & 6)	Cuba, HABANA, José Martí International	The runway strip width is insufficient in the southeast area of the runway close to Terminal 1 and the Runway 24 threshold	SEP/ 2008	ICAO Visit June 2001	A	To remove objects and to increase the runway strip width. Action Plan: Aeronautical study for recovering the necessary area in order to comply with the 150 m width of runway strip in the southeast zone.	ECASA	MAR/ 2010	Economic constrains in entities of the country. An aeronautical study was made and works are under progress to rescue the land to complete the runway strip.
AGA	140	CAR	Visual Aids (Annex 14, Vol. I, 4th Edition, Chap. 5.3.4.1.(C) and ANP Table AOP1)	Cuba, HOLGUIN, Frank Pais	There is no Category I precision approach lighting system on Runway 05.	SEP/ 2008	ICAO Visit in June 2001	A	Provide precision approach lighting system. Action Plan: The project study and hiring implementation process are on-going.	ECASA	JUN/ 2009	This deficiency has not been solved due to the lack of budget; other facilities have been prioritized since they are more important to the safety of flights. In process.
AGA	143	CAR	Visual Aids (Annex 14, Vol. I, 4th Edition, Chap. 5.3.4.1.(A) and ANP Table AOP1)	Cuba, CAMAGUEY, Ignacio Agramonte	Runway 25 is lacking a simple approach lighting system	SEP/ 2008	ICAO Visit in June 2001	A	To provide a simple approach lighting system. Action Plan: Proceeding to request an amendment to the CAR/SAM ANP Table AOP1 in view that the installation of this type of system for a runway that is normally used in good visibility conditions and have another visual aid like a PAPI is absolutely not justified.	ECASA	JUN/ 2010	This deficiency has not been solved due to the lack of budget; other facilities have been prioritized since they are more important to the safety of flights.

CUB	Cuba
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MET	32	CAR	CAR/SAM ANP MET Requirements, Table AOP 1.	Cuba	MUCM RVR has not been implemented.	JUN/ 1996		B	Request ICAO a proposal for amendment of the CAR/SAM ANP FASID Table AOP1 Completion date: Boyeros - December 2006 Varadero - December 2007 Camagüey - the requirement will be deleted when requesting the elimination of the main runway Cat I	ECASA	DEC/ 2007	
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OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

DMA	Dominica
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AIS	52 CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Dominica	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan reported.	A	Need for production of aeronautical charts according to requirements.	State	Obstacle determination.
AIS	126 CAR	Annex 15. Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Dominica	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State	
AIS	145 CAR	Annex 4 Chap. 16 Append. 5. FASID Table AIS 7.	Dominica	Production of the world aeronautical charts-ICAO not according to the sheet layout index established for this series of chart.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	B	Need for production of aeronautical charts according to the established requirements.	State	
AIS	172 CAR	Annex 4Chap. 17.	Dominica	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	B	Need for production of aeronautical charts according to the ICAO specifications.	State	
AIS	187 CAR	Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Dominica	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for production of aeronautical charts of this series according to the ICAO specifications.	State	
AIS	332 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Dominica	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

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	A	Repaint runway markings	Dominican Republic	DEC/ 2005
AGA	46	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.4, 5.3.4.1 and ANP, Table AOP 1)	Dominican Republic, SANTO DOMINGO, Las Americas Intl	No approach lighting system on Rwy 35	MAY/ 2000	ICAO Visit May 2000	A	Install approach lighting system. Action Plan: Delay in the assignment of economical resources.	Dominican Republic	DEC/ 2005
AGA	47	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.4, 5.4.11 and ANP, Table AOP 1)	Dominican Republic, SANTO DOMINGO, Las Americas Intl	No Signs	MAY/ 2000	ICAO Visit May 2000	A	Install signs. Action Plan: Delay in the assignment of economical resources.	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	A	Provide secure perimeter barrier. Action Plan: The perimeter barrier is being installed.	Dominican Republic	DEC/ 2004
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	A	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	78	CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2, 10.2.1, 10.2.4)	Dominican Republic, SANTO DOMINGO, Las Americas Intl	Taxiway and apron surface pavement irregularities.	MAY/ 2000	ICAO Visit May 2000	A	Upgrade pavements. Action Plan: The taxiway and apron pavements are being repaired. To this date, the ECO3 and ECO4 sectors of the taxiway and apron have been repaired.	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 compliance.	JAN/ 2007	ICAO Visit January 2007	A	To put in force the regulations on certification of aerodromes for its compliance by the airport operators	Dominican Republic	
AGA	481	CAR	Maintenance (Annex 14, Vol. I Chap.2, 2.3.1, 2.3.2, 2.3.3, Appendix 5, Table A 5-2)	Dominican Republic - Dr. Joaquín Balaguer International Airport	The aerodrome geodetic ondulation data is not contained in the Aerodromes Manuals.	JAN/ 2007	ICAO Visit January 2007	A	The airport operators should include the geodetic ondulation on runways and threshold data in the Aerodromes Manual.	Dominican Republic	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 482 CAR	Visual Aids (Annex 14, Vol.I, Chap.3, Rec. 3.2.1)	Dominican Republic - Dr. Joaquín Balaguer International Airport	The runway and taxiways do not have shoulders	JAN/ 2007	ICAO Visit January 2007	A	To put shoulders to the runway and taxiways	Dominican Republic		
AGA 483 CAR	Runways (Annex 14, Vol. I, Chap. 3, 3.4.6 and Chap. 9, 9.4.3)	Dominican Republic - Dr. Joaquín Balaguer International Airport	Width is insufficient cleared of tall grass that exist beyond the graded portion of the runway strip.	JAN/ 2007	ICAO Visit January 2007	A	Clear tall grass	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	A	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	A	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	A	The markings should be painted to meet ICAO standards	Dominican Republic		
AGA 487 CAR	Visual Aids (Annex 14, Vol.I, Chap.5, Rec. 5.3.9.7, letter b)	Dominican Republic - Dr. Joaquín Balaguer International Airport (MDJB)	Only two thirds of the yellow lights at the edge of the runway are installed.	JAN/ 2007	ICAO Visit January 2007	A	To complete the lights on the edge of the runway with yellow filters.	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	A	To install information signs.	Dominican Republic		
AGA 489 CAR	Visual Aids (Annex 14, Vol.I, Chap.5, 5.4.1.1 and 5.4.4.2)	Dominican Republic - Dr. Joaquín Balaguer International Airport (MDJB)	Lack of VOR verification point sign.	JAN/ 2007	ICAO Visit January 2007	A	Install VOR verification point sign.	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	A	Iluminate constructions inside the airport.	Dominican Republic		
AGA 491 CAR	Bird Hazard (Annex 14, Vol. I, Chap. 9, 9.4.4)	Dominican Republic - Dr. Joaquín Balaguer International Airport (MDJB)	There is a landfill in the vicinity of the airport.	JAN/ 2007	ICAO Visit January 2007	A	To oversee the landfill management in order to diminish the presence of birds in the vicinity.	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 (MDSO)	The last 600 mts at the edge of the runway are not yellow.	JAN/ 2007	ICAO Visit January 2007	A	To complete the lights on the edge of the runway with yellow filters.	Dominican Republic		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 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	A	Iluminate constructions inside the airport.	Dominican Republic		
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	A	Tu cut the grass and maintain it in a an appropriate height .	Dominican Republic		
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)	A	Need to implement the WGS-84 Geodetic System. Action Plan: 90% completed.	State	NOV/ 2004	Administrative coordination. Obstacles determination.
AIS 53 CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Dominican Republic	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO.	A	Need for production of aeronautical charts according to requirements. Action Plan: on-going. Aeronautical and topographic charts are nowadays being modified and updated.	State	NOV/ 2004	Administrative coordination. Obstacles determination.
AIS 127 CAR	Annex 15. Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Dominican Republic	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. Not included in the action plan.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State		
AIS 188 CAR	Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Dominican Republic	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports.	A	Need for production of aeronautical charts of this series according to the ICAO specifications. Action Plan: on-going. Aeronautical and topographic charts are nowadays being modified and updated.	State	NOV/ 2004	Administrative coordination with external organization.
AIS 249 CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Dominican Republic	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart- ICAO	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports.	A	Need for effective production of this series of aeronautical charts. Action Plan: on-going. Aeronautical and topographic charts are nowadays being modified and updated.	State	NOV/ 2004	Administrative coordination.

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 272 CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 61 to 64, FASID Table AIS 7	Dominican Republic	Lack of production of the World Aeronautical Chart ICAO 1:1000 000	NOV/ 1994	Records/files NACC RO; GREPECAS reports	B	Need of production of the World Aeronautical Chart ICAO 1:1000 000. Action Plan: on-going. Aeronautical and topographic charts are nowadays being modified and updated.	State	NOV/ 2004	Administrative coordination with external organization.
AIS 316 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Dominican Republic	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rullles are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007	
DOM Dominican Republic										
MET 14 CAR	Adequate number of MET trained staff.	Dominican Republic	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	JUN/ 1996	To use CAR/SAM technical cooperation regional projects for the training of aeronautical meteorology.	A	To establish training courses at States national level for basic and regular levels, and to use the regional projects of Technical Cooperation for high level. Action Plan: There are requirements of specialized meteorological personnel in the Meteorological Aeronautical field and an important amount of aeronautical meteorologists.		DEC/ 2008	Few regional contacts for a training plan and lack of financing.
MET 33 CAR	CAR/SAM ANP MET Requirements, Table AOP 1.	Dominican Republic	RVR have not been implemented.	JUN/ 1996		B	Establishment of RVR systems. State Action Plan: The RVR hav not been implemented yet.	State	DEC/ 2008	Lack of financing and very expensive equipment.
MET 49 CAR	CAR/SAM ANP, Part VI, Meteorology, para. 3.	Dominican Republic	Do not transmit regularly the special AIREPs in accordance with requirements.	MAY/ 1996	Keep a strict supervision and control of the operational ATS/MET staff to keep them informed on the importance of AIREPs and on the need to disseminate them where required.	A	To coordinate with the ATC the technical agreements to obtain the information from the aricrafts. Action Plan: The special AIREPs are not being transmitted in regular form, according to the requirements.	States		Problems to establish the letters of agreement and few personnel.
MET 66 CAR	CAR/SAM ANP Requirements, Part VI, para. 8.	Dominican Republic	There are deficiencies in the OPMET exchange.	JUN/ 1996	Review the OPMET exchange procedures, both in the meteorology and communications areas.	A	To foster the control of MET information exchange of the Region and at national level.	States	DEC/ 2006	Lack of information and few available personnel to carry out the control. There are deficiencies in the OPMET exchange

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15
WP/16
Appendix A

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 86 CAR	Assess visual range in runway for CAT I operations (Annex 3, Chapter 4, Rec 4.6.3.2 a)	Dominican Republic aeronautical meteorological stations	MDPC and MDSD RVRs are not implemented or in operation.		Plan the acquisition of or repair RVRs .	A		CAA		
MET 87 CAR	Displays [Annex 3, Appendix 3, Standard 4.1.2.1]	Dominican Republic aeronautical meteorological stations	Surface wind displays in ATS units do not correspond to the same sensors of the MET station representative of the touchdown zone in MDSD aerodrome.		Install remote displays of the MET station representative of the touchdown zone in the ATS units.	A		CAA		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

SLV	El Salvador
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AGA	49	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP 1)	El Salvador, SAN SALVADOR, El Salvador Intl	Signs not illuminated - Ref. Annex 14, Vol. I, Section 5.4.1.7, 5.4.1.8, 5.4.2- 5.4.3	DEC/ 2000	ICAO Visit November 2000 & September 2006 IATA Report January 2001	A	Replace with illuminated signs	El Salvador	DEC/ 2008
AGA	67	CAR	Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2)	El Salvador, SAN SALVADOR, El Salvador Intl	No direct access is provided between the RFFS facility and the runway as specified in Annex 14, Vol. I Section 9.2.22 and 26)	DEC/ 2000	ICAO Visit November 2000 & September 2006 IATA Report January 2001	A	Provide direct access link	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	A	Replace the signs in compliance to the standard	El Salvador	DEC/ 2008
AGA	454	CAR	Certification of Aerodromes (Annex 14, Vol. I Chap.1, 1.4.6)	El Salvador, SAN SALVADOR, El Salvador Intl	SMS has not been implemented	SEP/ 2006	ICAO Visit September 2006	A	Implement SMS based on the established framework by the AAC	El Salvador	
AGA	456	CAR	Runway End Safety Area (Annex 14, Vol.I, Chap.3- 3.5.1 through 5.3)	El Salvador, SAN SALVADOR, El Salvador Intl	The Runway does not have a RESA	SEP/ 2006	ICAO Visit September 2006	A	To enable RESA	El Salvador	
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	A	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	A	To sign buildings and hangars	El Salvador	DEC/ 2008
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.	A	To indicate the curved segments of the taxiway shoulders.	El Salvador	
AGA	477	CAR	Visual Aids (Annex 14, Vol.I, Chap.6, 6.1, 6.3.14)	San Salvador, El Salvador International Airport	The personnel that develop the activities related to aircrafts do not wear reflective gear and the vehicles that operate in this area do not turn on their beacon	NOV/ 2006	ICAO Visit November 2006	A	Personnel and vehicles that work on the apron should wear reflective gear and should turn on their correspondent beacon	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	A	To implement a programme to prevent rubber cracking. Periodical friction measurement	El Salvador	

SLV	El Salvador
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OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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	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	A	Need to keep updated the information/data contained in the AIP	State	
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	A	Need to implement the WGS-84 Geodetic System	State	NOV/ 2006 Obstacles determination.
AIS	54	CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	El Salvador	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO.	A	Need for production of aeronautical charts according to requirements.	State	Obstacles determination.
AIS	85	CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 61 to 64, FASID Table AIS 7	El Salvador	Lack of production of the World Aeronautical Chart ICAO 1:1000 000	NOV/ 1994	Records/files NACC RO; GREPECAS reports	B	Need for production of ICAO Aeronautical World Chart 1:1000,000	State	
AIS	92	CAR	Doc. 8733 Basic ANP, Part VIII, Para.24	El Salvador	Lack of use of English for plain language texts	SEP/ 1996	Records/files NACC RO; GREPECAS reports	A	Need of use of English for plain language texts.	State	
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	A	Need to provide a higher priority for the printing of AIS publications	State	
AIS	146	CAR	Annex 4 Chap. 16 Append. 5. FASID Table AIS 7.	El Salvador	Production of the world aeronautical charts-ICAO not according to the sheet layout index established for this series of chart.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports.	B	Need for production of aeronautical charts according to the established requirements.	State	
AIS	173	CAR	Annex 4Chap. 17.	El Salvador	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports.	B	Need for production of aeronautical charts according to the ICAO specifications.	State	
AIS	189	CAR	Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	El Salvador	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports.	A	Need for production of aeronautical charts of this series according to the ICAO specifications.	State	
AIS	250	CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	El Salvador	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart- ICAO	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for effective production of this series of aeronautical charts.	State	
AIS	317	CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	El Salvador	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rullles are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

SLV El Salvador

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 occurrence 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.	A	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.
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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.	A	Continuous training in the use of aeronautical phraseology is provided by ICCAE.	CAA El Salvador	MAR/ 2010	
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SLV El Salvador

MET	15 CAR	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5	El Salvador	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49 .	JUN/ 1996	Review the functions and training of the aeronautical meteorologist.	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States		
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MET	34 CAR	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4. 6.3.2)	El Salvador	RVR have not been implemented	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State		
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MET	50 CAR	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	El Salvador	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to States required locations in accordance with the Table MET 2A requirements.	States		
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MET	67 CAR	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	El Salvador	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 1996	a) Implement the SIP COM/MET Recommendations for the CAR Region, b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States		
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OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

GRD Grenada

AGA 123	CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4, 3.4.3, 6 & 15)	Grenada, ST. GEORGES, Point Salines Intl	Runway strip is deficient in width, transverse slopes and due to objects as follows: Topography, hangar, western runway end - both north and south corners, Hardy Bay, sea on south side, VOR/DME access road, sewage pond, standby generator, culvert headwalls, drainage ditch, and road, fence and buildings located at the southeast runway end	MAY/ 2001	ICAO Visit May 2001	A	Do not declare a stopway thereby reducing the runway strip length and the western end deficiencies. Delethalise VOR/DME access road embankment and Hardy Bay - Sea culvert headwalls. Widen runway strip by filling the water areas and remove or modify objects located in runway strip.	Grenada	JUN/ 2003
AGA 124	CAR	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2.10 & 12)	Grenada, ST. GEORGES, Point Salines Intl	Large aircraft tails when parked on the apron and topography are obstacles infringing in the transitional surface	MAY/ 2001	ICAO Visit May 2001	A	Future reconfiguration of the apron should consider eliminating this deficiency	Grenada	
AGA 125	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.5.1, 5.3.5 3 & 5.3.5.23 & ANP Table AOP1)	Grenada, ST. GEORGES, Point Salines Intl	No visual approach slope indicator system is provided for Runway 28	MAY/ 2001	ICAO Visit May 2001	A	Install visual approach slope indicator system for Runway 28 if approaches on Runway 28 are available	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	A	Provide complete perimeter security barrier	Grenada	APR/ 2003
AGA 127	CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2, Rec. 9.2.22 & 26)	Grenada, ST. GEORGES, Point Salines Intl	Access from rescue and fire-fighting services facilities to the runway is not the most direct	MAY/ 2001	ICAO Visit May 2001	A	Designate a direct route across the apron to the existing access road to the runway to ensure minimum response times to both runway ends	Grenada	AUG/ 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	A	Staff levels should be increased to 9 plus supervisor for Category 9 and 3 vehicles	Grenada	MAR/ 2003

GRD Grenada

AIS 55	CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Grenada	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO.	A	Need for production of aeronautical charts according to requirements.	State	Obstacles determination.
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OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 128 CAR	Annex 15, Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Grenada	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State		
AIS 148 CAR	Annex 4 Chap. 16 Append. 5. FASID Table AIS 7.	Grenada	Production of the world aeronautical charts-ICAO not according to the sheet layout index established for this series of chart.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports.	B	Need for production of aeronautical charts according to the established requirements.	State		
AIS 174 CAR	Annex 4Chap. 17.	Grenada	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports.	B	Need for production of aeronautical charts according to the ICAO specifications.	State		
AIS 251 CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Grenada	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart- ICAO	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports.	A	Need for effective production of this series of aeronautical charts.	State		
AIS 318 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Grenada	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rulles are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007	

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	A	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.
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GRD Grenada

MET 16 CAR	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5	Grenada	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	JUN/ 1996	Review the functions and training of the aeronautical meteorologist	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	State		
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OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 35 CAR	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Grenada	RVR have not been implemented	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State		
MET 51 CAR	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Grenada	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to State required locations in accordance with the Table MET 2A requirements.			
MET 69 CAR	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Grenada	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B	JUN/ 1996	a) Implement the SIP COM/MET Recommendations for the CAR Region, b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	State		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

GTM	Guatemala
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AGA	3	CAR	Runway Geometry (Annex 14, Vol. I, Chap. 3.1 & 3.2 - 3.1.13)	Guatemala, GUATEMALA, La Aurora	The runway longitudinal slope exceeds the limits specified in Annex 14 Vol I Section 3.1.13	DEC/ 1999	ICAO Visit December 1999, May 2001 and June 2006	A	Reduce the runway longitudinal slope during the next runway overlay	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	A	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	A	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	A	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	50	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP 1)	Guatemala, GUATEMALA, La Aurora	Inadequate approach lighting systems on both runway approaches as specified in Annex 14 Vol I Section 5.3.4	DEC/ 1999	ICAO Visit December 1999 and May 2001	A	Upgrade approach lighting systems	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	A	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	A	Confirm bird hazard and implement necessary mitigation measures	Guatemala
AGA	362	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.2.8)	Guatemala	Taxiway markings - Numerous taxiway centrelines at turning points and on the major apron area are missing	JUN/ 2006	ICAO Visit June 2006	A	Paint turning centreline and apron markings	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	A	Paint markings as required	Guatemala
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	A	Paint aiming point marking	Guatemala

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 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	A	Paint all runway holding marking	Guatemala		
AGA 366 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.2)	Guatemala, GUATEMALA, La Aurora	Apron Markings - The apron edge marking of the passenger apron on the north side area should be painted red instead of yellow because the apron quickly drops off more than 3 meters in elevation.	JUN/ 2006	ICAO Visit June 2006	A	Repaint the 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	A	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	A	Paint additional width	Guatemala		
AGA 369 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.2)	Guatemala, GUATEMALA, La Aurora	Service Roads - Most vehicle service roads entering parallel taxiways to Runway 01/19 lack any type marking or signage to indicate where they are safe from the wingtips of aircraft.	JUN/ 2006	ICAO Visit June 2006	B	Add a highway type marking or warning sign	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	A	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	A	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	A	Replace non-working lights	Guatemala		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 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	A	Repaint arrows white in colour	Guatemala		
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	A	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 375 CAR	Maintenance (Annex 14, Vol. I, Chap. 3.9.12)	Guatemala, GUATEMALA, La Aurora	Pavement Maintenance - Numerous taxiway connectors are in need of serious repairs.	JUN/ 2006	ICAO Visit June 2006	A	Repair pavements. ICAO commented that the number of taxiway connectors could be reduced in number since they were located in very close approximation to the next taxiway connector.The width of the taxiway connectors could not be used by Code B or Code C aircraft undercarriages.	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	A	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	A	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		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 378 CAR	Obstacles (Annex 14, Vol. I, Chap. 9.2.30)	Guatemala, GUATEMALA, La Aurora	Rescue and Fire Fighting - RFF station lacks direct paved access to Runway 01/19.	JUN/ 2006	ICAO Visit June 2006	A	Provide direct paved access to Runway 01/19	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	A	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	A	Remove all chevron markings off both runway ends.	Guatemala		
AGA 381 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.2.16.2, 5.2.16.3, 5.2.16.8 Figure 5.9)	Flores, GUATEMALA, Mundo Maya	Mandatory Instruction Sign - Entrance width of Taxiway E onto Runway 10/28 is over 60 meters and should be supplemented with a painted Runway Designator marking and the Runway Side Stripe marking should extend across the entrance.	JUN/ 2006	ICAO Visit June 2006	A	Paint Runway Designator marking and continue Runway Side Strip marking through the taxiway entrance.	Guatemala		
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	A	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	A	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	A	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	A	MGTK to submit to OACI documentation certifying that PAPI was correctly installed and operational.	Guatemala		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 386 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.3.4)	Flores, GUATEMALA, Mundo Maya	Visual Aids - Inadequate approach lighting systems on both runway approaches to Runway 10/28. Under AOP Table 1. Runway End 10 is listed as Category 1 instrument approach. Runway End 28 is listed as a non-precision instrument approach.	JUN/ 2006	ICAO Visit June 2006	A	Upgrade approach lighting systems.	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	A	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	A	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	A	Remove or cover canal with cover that is capable to support the heaviest aircraft weight.	Guatemala		
AGA 390 CAR	Runway Strip (Anexo 14, Vol. I, Cap. 3.11.3)	Flores, GUATEMALA, Mundo Maya	Taxiway Strips - An electrical junction box along Taxiway G is over 30 centimetres above ground level.	JUN/ 2006	ICAO Visit June 2006	A	Lower the electrical junction box	Guatemala		
AGA 391 CAR	Obstacles (Anexo 14, Vol. I, Cap. 3.4.6)	Flores, GUATEMALA, Mundo Maya	A few electric boxes located along Runway 10/28 are too high any poise a danger to aircraft during veer offs.	JUN/ 2006	ICAO Visit June 2006	A	Lower electric boxes	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	A	Remove unused radio tower	Guatemala		
AGA 393 CAR	Obstacles (Anexo 14, Vol. I, Cap. 3.4.6)	Flores, GUATEMALA, Mundo Maya	Electrical boxes off runway ends within runway strip are a few inches above ground level. MGTK did place ramp type devices in front of the electric boxes in case of overruns	JUN/ 2006	ICAO Visit June 2006	A	Lower electrical boxes and, if RESAs are declared, then modify non-frangible approach light system units to frangible	Guatemala		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 394 CAR	Obstacles (Anexo 14, Vol. I, Cap. 4)	Flores, GUATEMALA, Mundo Maya	Lack of local legislation to protect (1) existing clear air space for approaches and departures off both runway ends and (2) against the introduction of waste sites near the MGTK	JUN/ 2006	ICAO Visit June 2006	A	Work with local and state officials to develop enforceable legislation	Guatemala		
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	A	Start and finish RFF station construction and report to OACI that RFF is in operation	Guatemala		
AGA 396 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 5.2.1, 5.2.2 & 5.2.3)	Flores, GUATEMALA, Mundo Maya	Non-Load Bearing Surfaces. Taxiway side stripes are faint in certain locations	JUN/ 2006	ICAO Visit June 2006	A	Repaint side marking with double stripes	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	A	Install fencing outside runway strip	Guatemala		

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	A	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	A	Need to implement the WGS-84 Geodetic System	State	NOV/ 2006	Obstacles determination.
AIS 56 CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Guatemala	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan reported.	A	Need for production of aeronautical charts according to requirements.	State		Obstacles determination.
AIS 93 CAR	Doc. 8733 Basic ANP, Part VIII, Para.24	Guatemala	Lack of use of English for plain language texts.	SEP/ 1996	Records/files NACC RO; GREPECAS reports. No action plan reported.	A	Need of use of English for plain language texts.	State		
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	A	Need to provide a higher priority for the printing of AIS publications	State		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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	112 CAR	Annex 15 Chap. 8; Doc. 8733 Basic ANP, Part VIII, Para. 25; FASID Tables AIS 1 and 2	Guatemala	Pre- flight information/(implementation of required AIS aerodrome units).	SEP/ 1996	Records/files NACC RO. No action plan reported.	B	Need for effective implementation of required AIS aerodrome units.	State		
AIS	129 CAR	Annex 15. Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Guatemala	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State		
AIS	175 CAR	Annex 4Chap. 17.	Guatemala	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	B	Need for production of aeronautical charts according to the ICAO specifications.	State		
AIS	190 CAR	Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Guatemala	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for production of aeronautical charts of this series according to the ICAO specifications.	State		
AIS	207 CAR	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Guatemala	Partial application of ICAO requirements for the production of Aerodrome obstacle chart-ICAO Type A.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports.	A	Need for effective production of aeronautical charts of this series according to the ICAO specifications.	State		
AIS	252 CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Guatemala	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart-ICAO.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for effective production of this series of aeronautical charts.	State		
AIS	264 CAR	Annex 4 Chap. 7; Doc 8733 Basic ANP, Part VIII, Paras. 59 d) and 64 4); FASID Table AIS 6	Guatemala	Partial application of ICAO requirements for the production of En route Navigation Charts-ICAO.	SEP/ 1996	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Effective application of ICAO State requirements for the production of En route chart-ICAO.	State		
AIS	319 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Guatemala	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rullles are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State		

GTM Guatemala

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

CNS	18 CAR	ATS Speech Circuits Plan (Table CNS 1C) - La Mesa APP - Puerto Barrios TWR	Guatemala- Honduras- COCESNA	The required circuit is not implemented. An IDD is being used.	NOV/ 1999	COCESNA informed that the required circuit is not being implemented, due to the fact that there are no facilities, but possible communications links will be analyzed.	B	COCESNA informed that the airport changed to national category. Action Plan: The category of the Puerto Barrios airport was changed to domestic; therefore, this circuit is no longer an international requirement.	Guatemala, Honduras and COCESNA	
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GTM Guatemala

MET	17 CAR	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5	Guatemala	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	JUN/ 1996	Review the functions and training of the aeronautical meteorologist	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States	
MET	36 CAR	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4. 6.3.2)	Guatemala	RVR have not been implemented	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State	
MET	52 CAR	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Guatemala	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to States required locations in accordance with the Table MET 2A requirements.		
MET	70 CAR	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Guatemala	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 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.	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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
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AGA	7	CAR	Taxiway Parallel to Runway (ANP, Table AOP 1)	Haiti, PORT AU PRINCE, Port au Prince Intl	No parallel taxiway	JUN/ 2000	ICAO Visit June 2000	B	Provide a full-length parallel taxiway	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	A	Eliminate obstacles	Haiti	
AGA	52	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.5.23 and ANP, Table AOP 1)	Haiti, CAP HAITIEN, Cap Haitien Intl	No PAPIs	JUN/ 2000	ICAO Visit June 2000	A	Install PAPIs	Haiti	
AGA	53	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 Rec. 5.3.4.1 and ANP, Table AOP 1)	Haiti, CAP HAITIEN, Cap Haitien Intl	No approach lighting system on Rwy 23	JUN/ 2000	ICAO Visit June 2000	A	Install approach lighting system	Haiti	
AGA	54	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.4.1 and ANP, Table AOP 1)	Haiti, PORT AU PRINCE, Port au Prince Intl	No approach lighting systems	JUN/ 2000	ICAO Visit June 2000	A	Install approach lighting systems	Haiti	
AGA	55	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.4.1.1 and ANP, Table AOP 1)	Haiti, PORT AU PRINCE, Port au Prince Intl	No signs	JUN/ 2000	ICAO Visit June 2000	A	Install signs	Haiti	
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	A	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	A	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	A	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	A	Remove rubber	Haiti	
AGA	82	CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10.2, 10.2.1 & 10.2.2)	Haiti, PORT AU PRINCE, Port au Prince Intl	Apron surface pavement irregularities.	JUN/ 2000	ICAO Visit June 2000	A	Upgrade pavements	Haiti	

HTI	Haiti
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AIS	87	CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 61 to 64, FASID Table AIS 7	Haiti	Lack of production of the World Aeronautical Chart ICAO 1:1000 000	NOV/ 1994	Records/files NACC RO; GREPECAS report. No action plan reported.	B	Need for production of ICAO Aeronautical World Chart 1:1000,000	State	
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OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 113 CAR	Annex 15 Chap. 8; Doc. 8733 Basic ANP, Part VIII, Para. 25; FASID Tables AIS 1 and 2	Haiti	Pre- flight information/(implementation of required AIS aerodrome units).	SEP/ 1996	Records/files NACC RO. No action plan reported.	B	Need for effective implementation of required AIS aerodrome units.	State		
AIS 130 CAR	Annex 15. Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Haiti	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State		
AIS 149 CAR	Annex 4 Chap. 16 Append. 5. FASID Table AIS 7.	Haiti	Production of the world aeronautical charts-ICAO not according to the sheet layout index established for this series of chart.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	B	Need for production of aeronautical charts according to the established requirements.	State		
AIS 320 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Haiti	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and ruller are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007	
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	A	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.
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.	A	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.

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 18 CAR	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Haiti	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49.	JUN/ 1996	Review the functions and training of the aeronautical meteorologist	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States		
MET 37 CAR	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Haiti	RVR have not been implemented.	JUN/ 1996	Plan de acquisition of the RVR	B	To ensure the implementation of required RVR.	State		
MET 53 CAR	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Haiti	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance	A	Disseminate air notifications to States required locations in accordance with the Table MET 2A requirements.			
MET 71 CAR	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Haiti	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B	JUN/ 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	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States		
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.	A	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	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

HND	Honduras
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AGA 178	CAR	Runway Geometry (Annex 14, Vol. I, Chap. 3.1 & 3.2 - 3.2.1)	Honduras, TEGUCIGALPA, Intl Toncontin	The Runway has no shoulders	NOV/ 2001	ICAO Visit November 2001	B	Provide runway shoulders	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 Toncontin (MHTG)	Runway strip length is insufficient in the southern part of the runway	NOV/ 2001	ICAO Visit November 2001 & July 2006	A	Increase runway strip length by removing objects or reducing declared distances for Runway 19	Honduras	
AGA 180	CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4, 3.4.4 - 3.4.8, 3.4.10, 3.4.12 - 3.4.17)	Honduras, TEGUCIGALPA, Intl Toncontin	Runway strip width is insufficient at both ends of the runway	NOV/ 2001	ICAO Visit November 2001 & July 2006	A	Increase runway strip width by Honduras removing objects or reducing runway declared distances	Honduras	
AGA 181	CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.3, 3.3.5 y 3.5)	Honduras, TEGUCIGALPA, Intl Toncontin	Runway strip width is insufficient in the northeast area and contains objects including walls, buildings and trees	NOV/ 2001	ICAO Visit November 2001	A	Increase runway strip width by Honduras removing objects	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 Toncontin	There are no runway end safety areas at both ends of the runway	NOV/ 2001	ICAO Visit November 2001& July 2006	A	Provide runway end safety areas by removing objects or reducing declared distances for the runway	Honduras	
AGA 183	CAR	Obstacles (Annex 14, Vol. I, Chap. 4 - 4.2.5)	Honduras, TEGUCIGALPA, Intl Toncontin	Obstacles infringing on the approach and transitional surfaces include topography, buildings, wall, trees and aircraft parked in the apron	NOV/ 2001	ICAO Visit November 2001 & July 2006	A	Remove, light and/or mark obstacles	Honduras	
AGA 184	CAR	Obstacles (Annex 14, Vol. I, Chap. 4 - 4.2.27)	Honduras, TEGUCIGALPA, Intl Toncontin	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	A	Remove fencing and road at the southern end or reduce declared distances for Runway 19	Honduras	
AGA 185	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.4.1 and ANP FASID Table AOP1)	Honduras, TEGUCIGALPA, Intl Toncontin	Runway has no approach lighting systems	NOV/ 2001	ICAO Visit November 2001 & July 2006	A	Provide simple approach lighting systems	Honduras	
AGA 186	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.16.1)	Honduras, TEGUCIGALPA, Intl Toncontin	Taxiways do not have edge lights	NOV/ 2001	ICAO Visit November 2001	A	Provide edge lights for taxiways	Honduras	
AGA 187	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.4.1.1)	Honduras, TEGUCIGALPA, Intl Toncontin	There are no signs in the airfield	NOV/ 2001	ICAO Visit November 2001	A	Provide signs in the airfield	Honduras	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 188 CAR	Fencing (Annex 14, Vol. I, Chap. 8.4 - 8.4.1)	Honduras, TEGUCIGALPA, Intl Toncontin	A dog was observed on the runway	NOV/ 2001	ICAO Visit November 2001	A	Check for deficiencies in the perimeter fencing and gates to correct them and ensure that animals cannot enter the movement area. If animals live in the airport, to remove them	Honduras		
AGA 189 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 9.4 - 9.4.3)	Honduras, TEGUCIGALPA, Intl Toncontin	Pavement surfaces on the taxiways and apron are deficient	NOV/ 2001	ICAO Visit November 2001 & July 2006	A	Improve pavements on the taxiways and apron	Honduras		
AGA 190 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 9.4 - 9.4.3, 4 & 10)	Honduras, TEGUCIGALPA, Intl Toncontin	The surface of the runway has irregularities in several areas, with loose stones and rubber deposits	NOV/ 2001	ICAO Visit November 2001	A	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 Toncontin	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	A	Confirm bird hazard and implement mitigation measures as necessary.	Honduras		
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	A	Provide runway strip by reducing declared stopways	Honduras		
AGA 193 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4.2)	Honduras, SAN PEDRO SULA, Intl. La Mesa	Runway Strip width in the southeast part is insufficient	NOV/ 2001	ICAO Visit November 2001 & July 2006	A	Increase the runway strip width by expanding the boundaries of the aerodrome property	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	A	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	A	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	A	Correct the centreline marking in the parallel taxiway and remove the runway markings	Honduras		
AGA 197 CAR	Visual Aids (Annex 14, Vol. I, Chap 5 - 5.4.1.1)	Honduras, SAN PEDRO SULA, Intl. La Mesa	There are no signs in the airfield	NOV/ 2001	ICAO Visit November 2001	A	Provide illuminated signs in the airfield	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	A	Remove the chevron markings in the area located before the threshold on Runway 04	Honduras		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 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 deficient and the protection equipment for the personnel is innadequate	NOV/ 2001	ICAO Visit November 2001	A	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 200 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 9.4 - 9.4.3)	Honduras, SAN PEDRO SULA, Intl. La Mesa	The surfaces of the taxiway that enters Runway 04 and the old part of the parallel taxiway, the runway shoulders and the stopway in the northeast end of the runway are deficient	NOV/ 2001	ICAO Visit November 2001	A	To upgrade the taxiway, runway shoulder and stopway pavements	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 deficient	NOV/ 2001	ICAO Visit November 2001 & July 2006	A	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	A	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	A	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	A	Repaint curved taxiway centrelines	Honduras		
AGA 410 CAR	Visual Aids (Annex 14, Vol.I, Chap. 5.4, 5.4.3 Figure 5-29)	Honduras TEGUCIGALPA, Intl Toncontín	The colour scheme yellow letter on a black background for Taxiway D is reversed in colour	JUL/ 2006	ICAO Visit July 2006	A	Install a new signage panel showing black letter on yellow background	Honduras		
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	A	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	A	Paint taxi side stripe markings	Honduras		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 413 CAR	Visual Aids (Annex 14, Vol.I, Chap. 5.4.2.8)	Honduras TEGUCIGALPA, Intl Toncontin	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	A	Relocate sign	Honduras		
AGA 414 CAR	Runway Geometry (Annex 14, Vol. I, Chap. 3.9.7 & Table 3-1 Columns #4 & #8)	Honduras TEGUCIGALPA, Intl Toncontin	There is insufficient separation between Runway 02/20 and parallel Taxiway A to permit simultaneous operations of certain aircraft types	JUL/ 2006	ICAO Visit July 2006	B	Implement an ATCT operational plan that addresses the condition	Honduras		
AGA 415 CAR	Obstacles (Annex 14, Vol. I, Chap. 3.4.6)	Honduras TEGUCIGALPA, Intl Toncontin	The concrete bases of the runway end identification lights [REIL] off Runway End 02 are too high above the ground	JUL/ 2006	ICAO Visit July 2006	A	Lower concrete bases	Honduras		
AGA 416 CAR	Obstacles (Annex 14, Vol. I, Chap. 3.9.7 & Table 3-1 Column # 11)	Honduras TEGUCIGALPA, Intl Toncontin	Abandon DC-3 towards Runway End 20 is too close to the adjacent taxiway	JUL/ 2006	ICAO Visit July 2006	A	Move DC-3 beyond the required distance of taxiway centreline to object under column #11 of Table 3-1	Honduras		
AGA 417 CAR	Obstacles (Annex 14, Vol. I, Chap. 3.4.6 & 3.4.7)	Honduras TEGUCIGALPA, Intl Toncontin	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	A	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 418 CAR	Visual Aids (Annex 14, Vol.I, Chap. 5.3.4.10 through 5.3.4.21)	Honduras, SAN PEDRO SULA, Intl. Ramón Villeda Morales	Approach lighting system [ALS] for Runway End 22 is a modified 420 meter ALSF-I with sequenced flashing lights	JUL/ 2006	ICAO Visit July 2006	A	Obtain permission to install lacking row of lights and centreline lights to achieve a 900 m length ALS on the adjoining property that is level	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	A	Repaint those redlines that are insufficient in wingspan clearances	Honduras		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 420 CAR	Runway Geometry (Annex 14, Vol. I, Chap. 3.9.7 & Table 3-1, columns #4 & #8))	Honduras, SAN PEDRO SULA, Intl. Ramón Villeda Morales	There is insufficient separation between Runway 04/22 and parallel Taxiway A to permit simultaneous operations of certain aircraft types	JUL/ 2006	ICAO Visit July 2006	B	Implement an ATCT operational plan that addresses the condition	Honduras		
AGA 421 CAR	Obstacles (Annex 14, Vol. I, Chap. 4)	Honduras, SAN PEDRO SULA, Intl. Ramón Villeda Morales	Presently, no legislate is in place to protect the clear approach/departure surfaces from the introduction of obstacles	JUL/ 2006	ICAO Visit July 2006	A	DGAC and MHLM to negotiate with local jurisdictions for the implementation of enforceable legislation to protect against the introduction of obstacles	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	A	Replace with new silver suits	Honduras		
AGA 423 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap.9.2.3, 9.2.5, 9.2.8, Table 9-2 & 9.2.33)	Honduras, SAN PEDRO SULA, Intl. Ramón Villeda Morales	The RFF category should be increased from 6 to 7	JUL/ 2006	ICAO Visit July 2006	A	Declared and report to OACI RFF category has been increased from 6 to 7. Additionally report the change to the AIP and table 1	Honduras		
HND Honduras										
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	A	Need to keep updated the information/data contained in the AIP	State		
AIS 58 CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Honduras	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan reported.	A	Need for production of aeronautical charts according to requirements.	State		Obstacles determination.
AIS 76 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	Honduras	Lack of effective compliance with the AIRAC system requirement	NOV/ 1994	Records/files NACC RO; GREPECAS reports. No action plan reported.	A	Need for an effective application of AIRAC requirements	State		
AIS 94 CAR	Doc. 8733 Basic ANP, Part VIII, Para.24	Honduras	Lack of use of English for plain language texts.	SEP/ 1996	Records/files NACC RO; GREPECAS reports. No action plan reported.	A	Need of use of English for plain language texts.	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	A	Need to provide a higher priority for the printing of AIS publications	State		
AIS 131 CAR	Annex 15. Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Honduras	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 176	CAR	Annex 4Chap. 17.	Honduras	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	B	Need for production of aeronautical charts according to the ICAO specifications.	State		
AIS 192	CAR	Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Honduras	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for production of aeronautical charts of this series according to the ICAO specifications.	State		
AIS 254	CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Honduras	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart-ICAO.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for effective production of this series of aeronautical charts.	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	B	Need to produce the chart.	State		
AIS 321	CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Honduras	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rull es are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007	

HND Honduras

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 occurrence of incidents and/or aeronautical accidents.	OCT/ 1995	GREPECAS/5	A	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	A	Continuous training in the use of aeronautical phraseology is provided by ICCAE.	CAA Honduras	MAR/ 2010	

HND Honduras

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 19 CAR	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5	Honduras	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	JUN/ 1996	Review the functions and training of the aeronautical meteorologist	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	DGCA		
MET 38 CAR	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4. 6.3.2)	Honduras	RVR have not been implemented	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	DGCA		
MET 72 CAR	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Honduras	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 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	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	DGCA		
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		B		DGCA		MWO requires better installations and communications since it issues SIGMET for Central American FIR.
MET 82 CAR	Aeronautical weather information (Annex 3, Chap. 8, Standard 8.1.1)	Honduras	No aerodrome weather tables are being prepared, nor aerodrome weather summaries.	SEP/ 2005		B		DGCA		
MET 83 CAR	Flight documentation (Annex 3, Chap 9, Standard 9.3.4)	Honduras	No flight documentation is being prepared.	SEP/ 2005		A		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		A		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.	A		DGCA		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

JAM	Jamaica
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AGA	4	CAR	Runway Geometry (Annex 14, Vol. I, Chap. 3, Rec. 3.1.3)	Jamaica, KINGSTON, Norman Manley Intl	The runway longitudinal slope exceeds the limits specified in Annex 14 Vol I Section 3.1.13	OCT/ 2000	ICAO Visit October 2000	B	Reduce the runway longitudinal slope during the next runway overlay	Jamaica	
AGA	5	CAR	Runway Geometry (Annex 14, Vol. I, Chap. 3, 3.1 & 3.2.1)	Jamaica, MONTEGO BAY, Sangster Intl	Runway shoulders are not provided as specified in Annex 14, Vol. I, Section 3.2.1	OCT/ 2000	ICAO Visit October 2000	B	Provide runway shoulders during next runway upgrading	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	A	Extend and widen runway strip or reduce runway declared distances	Jamaica	
AGA	16	CAR	Runway Strip (Annex 14, Vol. I, Chap. 3, 3.4, 3.4.2.3)	Jamaica, KINGSTON, Norman Manley Intl	Runway strip contains obstacles and does not comply with the specifications in Annex 14 Vol. I Section 3.3.6	OCT/ 2000	ICAO Visit October 2000	A	Remove obstacles in runway strip	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	A	Extend and widen runway strip or reduce runway declared distances	Jamaica	
AGA	18	CAR	Runway Strip (Annex 14, Vol. I, Chap. 3, 3.4, 3.4.7)	Jamaica, MONTEGO BAY, Sangster Intl	Runway strip contains obstacles and does not comply with the specifications in Annex 14 Vol. I Section 3.3.6	OCT/ 2000	ICAO Visit October 2000	A	Remove obstacles in runway strip	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	A	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	A	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	A	Provide runway end safety area by extending the platform or reducing the declared distances	Jamaica	
AGA	30	CAR	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2.13, 4.2.18 & 4.2.19)	Jamaica, MONTEGO BAY, Sangster Intl	Tails of large aircraft parked on stands in front of terminal and obstacles north of the runway strip infringe on the transitional surfaces specified in Annex 14 Vol I Section 4.2.7	OCT/ 2000	ICAO Visit October 2000	A	Eliminate obstacles	Jamaica	DEC/ 2001

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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	33 CAR	Radio Aids (ANP, Table AOP 1)	Jamaica, KINGSTON, Norman Manley Intl	No ILS is provided on Runway 12 as required in the CAR/SAM ANP FASID	OCT/ 2000	ICAO Visit October 2000 IFALPA Meeting November 2000	A	Provide for precision approach procedures on Runway 12	Jamaica	
AGA	63 CAR	Fencing (Annex 14, Vol. I, Chap. 8.4)	Jamaica, MONTEGO BAY, Sangster Intl	No perimeter road is provided for airfield access and security patrols as recommended in Annex 14, Vol. I Section 8.4.5	DEC/ 2000	ICAO Visit October 2000	B	Provide a perimeter road	Jamaica	
AGA	70 CAR	Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2, Rec. 9.2.30)	Jamaica, KINGSTON, Norman Manley Intl	No direct access is provided between the RFFS facility and the runway as specified in Annex 14, Vol. I Section 9.2.22 and 26)	OCT/ 2000	ICAO Visit October 2000	A	Provide direct access link	Jamaica	

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	A	Need to keep updated the information/data contained in the AIP	State	
AIS	59 CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Jamaica	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan reported.	A	Need for production of aeronautical charts according to requirements.	State	DEC/ 2009 Obstacles determination.
AIS	255 CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Jamaica	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart-ICAO.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for effective production of this series of aeronautical charts.	State	
AIS	322 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Jamaica	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2008

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.	A	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.
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OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 20 CAR	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Jamaica	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	JUN/ 1996	Review the functions and training of the aeronautical meteorologist	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States		
MET 39 CAR	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Jamaica	RVR have not been implemented	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State		
MET 54 CAR	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Jamaica	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance	A	Disseminate air notifications to States required locations in accordance with the Table MET 2A requirements.	States		
MET 73 CAR	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Jamaica	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 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	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

MEX	Mexico
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AGA 145	CAR	Runway strips (Annex 14, Vol. I, Chap. 3.4 - 3.4.6)	Mexico, CANCUN, Cancun International	There is vegetation in the south portion all along the runway strip which are obstacles.	SEP/ 2001	ICAO Visit September 2001	A	To remove the vegetation.	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	A	To grade the runway end safety area.	Mexico	
AGA 147	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.5.23 and ANP, Table AOP1)	Mexico, CANCUN, Cancun International	There is no approach lighting system on Runway 30.	SEP/ 2001	ICAO Visit September 2001	A	To provide a simple approach lighting system.	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	A	To remove vegetation and to grade the runway end safety area.	Mexico	
AGA 149	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.5.23 and ANP, Table AOP1)	Mexico, MONTERREY, Gral. Mariano Escobedo International	Runway 16/34 has no visual approach slope indicator systems	SEP/ 2001	ICAO Visit September 2001	A	To provide visual approach slope indicator systems for Runway 16/34.	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	
AGA 151	CAR	Pavement surface conditions (Annex 14, Vol. I, Chap. 10, 10.2.1 & 10.2.2)	Mexico, MONTERREY, Gral. Mariano Escobedo International	The apron and taxiway B surfaces need upgrading in some areas	SEP/ 2001	ICAO Visit September 2001	A	To upgrade the pavements in the taxiway and apron	Mexico	
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 154	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.5.2, 5.3.5.3 and ANP, Table AOP1)	Mexico, GUADALAJARA, Don Miguel Hidalgo y Costilla International	Runway 02/20 has no visual approach slope indicator systems	SEP/ 2001	ICAO Visit September 2001	A	To provide visual approach slope indicator systems for Runway 02/20.	Mexico	
AGA 155	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.16.5 and ANP, Table AOP1)	Mexico, GUADALAJARA, Don Miguel Hidalgo y Costilla International	The edge lights on a portion of taxiway A are installed more than 3 m from the edge of the taxiway.	SEP/ 2001	ICAO Visit September 2001	A	Relocate edge lights on the taxiway.	Mexico	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 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 fast evacuation and to prevent the water accumulation on the surfaces. Sometimes runways are closed after it rains due to water saturation and inappropriate drainage.	APR/ 2003	ICAO Visit - April 2003	A	To adequate the transversal slopes of the runways, shoulders and strips and to improve the drainage in order to avoid water accumulation on the runway and shoulders surfaces; to provide the adequate resistance to the strips. To consider the slots on the runway surfaces. Action Plan: Emergent actions: Maintenance of strips, neighboring areas and complementary works. Rehabilitation of rain drainage in taxiways Bravo 3, Bravo 4, Bravo 7, replacement of collapsed pipes in Bravo 3 and complementary works. Emergent re-adaptation to the water displacement in the current drainage. Draining and rehabilitation of the drainage system (1st Phase). Rental of two high-pressure and vacuum hydropneumatic draining equipment. Removal of nozzles to link them to the main drainage network. Finishing of the deep drainpipes. Rectify strips. Rehabilitate the general drainage system. Waterproofing of the terminal building. Future actions: Hydraulic studies and photogrammetric surveys. Replacement of the pumping equipment. Draining and rehabilitation of the drainage system (2nd Phase).	AICM (Mexico)		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 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	A	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 343 CAR	Runway Strip (Annex 14, Vol.I, Chap.3, 3.4, 3.4.2 Rec.3.4.6)	México, MÉXICO, Lic.Benito Juárez International Airport	The width on the northern side of the Runway Strip 05L/23R is insufficient and contains objects, including a service road, taxiway B, the apron, the perimeter fence, buildings, public roads and elevated manholes.	APR/ 2003	ICAO Visit - April 2003	A	To broaden the runway strip and to eliminate objects, or reduce the category of the Runway 05L/23R to a visual runway (NINST) 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 344 CAR	Runway Strip (Annex 14, Vol.I, Chap.3.4, 3.4.7 Rec.3.4.6)	México, MÉXICO, Lic.Benito Juárez International Airport	The strip of Runway 05R/23L contains objects including drainage canals, elevated and uncovered manholes	APR/ 2003	ICAO Visit - April 2003	A	Eliminate the objects in the strip of Runway 05R/23L	AICM (Mexico)		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 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	A	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 346 CAR	Taxiways (Annex 14, Chap 3.9 - Rec. 3.9.8)	México, MÉXICO, Lic.Benito Juárez International Airport	The distance between the centrelines of Runway 05L/23R and the parallel taxiway is insufficient	APR/ 2003	ICAO Visit - April 2003	A	To provide the required distance for instrument runways or to reduce the category of Runway 05L/23R to a visual runway (NINST) 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)		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 347 CAR	Taxiways (Annex 14, Chap 3, 3.9, Rec.3.9.8)	México, MÉXICO, Lic.Benito Juárez International Airport	The distance between the centreline of taxiway B and the service parallel road is insufficient	APR/ 2003	ICAO Visit - April 2003	A	To provide the required distance between the taxiway and the service parallel road - relocate the service road. 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	A	Provide the required distance between the runway holding positions in the taxiways and the runway centrelines.	AICM (Mexico)		
AGA 350 CAR	Visual Aids (Annex 14, Chap. 5.2 - Std. 5.2.8.1)	México, MÉXICO, Lic.Benito Juárez International Airport	There are no taxiway centreline markings on the runway crossing points and on the eastern holding bay of Runway 05L/23R where aircraft turn	APR/ 2003	ICAO Visit - April 2003	A	Paint the taxiway centreline markings on the runways	AICM (Mexico)		
AGA 351 CAR	Visual Aids (Annex 14, Chap. 5.2 - Std. 5.2.8.1)	México, MÉXICO, Lic.Benito Juárez International Airport	There are taxiway centreline markings that are no longer used and which have not been removed appropriately	APR/ 2003	ICAO Visit - April 2003	A	Remove the taxiway centreline markings that are no longer used	AICM (Mexico)		
AGA 352 CAR	Visual Aids (Annex 14, Chap. 5.2.1.4, 5.2.14.2)	México, MÉXICO, Lic.Benito Juárez International Airport	There are no security lines on the aprons	APR/ 2003	ICAO Visit - April 2003	A	Provide security lines on the aprons	AICM (Mexico)		
AGA 353 CAR	Visual Aids (Annex 14, Chap. 5.3 - Std. 5.3.4.1B and Doc 8733 ANP FASID Table AOP 1)	México, MÉXICO, Lic.Benito Juárez International Airport	Runway 05L does not have an approach lighting system	APR/ 2003	ICAO Visit - April 2003	A	To install a simple approach lighting system in Runway 05L	AICM (Mexico)	SEP/ 2005	
AGA 354 CAR	Visual Aids (Annex 14, Chap. 5.3 - Std. 5.3.4.1C and Doc 8733 ANP FASID Table AOP 1)	México, MÉXICO, Lic.Benito Juárez International Airport	Runways 05R and 23L have simple approach lighting systems	APR/ 2003	ICAO Visit - April 2003	A	Install Category I precision approach lighting systems in Runways 05R and 23L	AICM (Mexico)		
AGA 355 CAR	Visual Aids (Annex 14, Chap. 5.4.1, 5.4.1.1)	México, MÉXICO, Lic.Benito Juárez International Airport	There are not enough signs on the airfield	APR/ 2003	ICAO Visit - April 2003	A	Install the required signs on the airfield	AICM (Mexico)		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 356 CAR	Visual Aids (Annex 14, Chap. 7.2 - Std. 7.2.1)	México, MÉXICO, Lic.Benito Juárez International Airport	Some taxiways have one line taxi side stripe markings on the edges	APR/ 2003	ICAO Visit - April 2003	A	Paint necessary markings with a couple of continuous yellow lines, including aprons, eastern edge holding bays where aircraft turn	AICM (Mexico)		
AGA 357 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap.9.2, Rec. 9.2.30)	México, MÉXICO, Lic.Benito Juárez International Airport	The rescue and fire fighting vehicles do not have direct access to both runways	APR/ 2003	ICAO Visit - April 2003	A	Extend the existing road between the station and taxiway B crossing Runway 05L/23R towards Runway 05R/23L	AICM (Mexico)		
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	A	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	A	Re-paint the deficient markings	AICM (Mexico)		
AGA 361 CAR	Maintenance (Annex 14, Chap. 10, 10.4, 10.4.10)	México, MÉXICO, Lic.Benito Juárez International Airport	The approach lighting system of Runway 23R is reported to be out of service	APR/ 2003	ICAO Visit - April 2003	A	Repair the approach lighting system of Runway 23R	AICM (Mexico)		
MEX Mexico										
AIS 5 CAR	Annex 15, Chap. 4; Doc 8733 Basic ANP, Part VIII, Para. 33 Doc 8126	Mexico	Lack of Publication of the restructured AIP. The MAP section is still in use. Sections ENR and AD do not count with IFR/VFR charts.	APR/ 1996	GREPECAS AIS/MAP Subgroup Survey to States. No action plan is reported.	A	Need to produce and issue the new restructured AIP in accordance with the aforementioned requirements.	State		They are, gradually, transferring.
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	A	Need to disseminate on time all operational information through NOTAM	State		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 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	A	Need to implement the WGS-84 Geodetic System	State		Obstacles determination.
AIS 60	CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Mexico	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan reported.	A	Need for production of aeronautical charts according to requirements. The Aeronautical Charts with the WGS-84 system requirements are being processed.	State	DEC/ 2006	Obstacles determination.
AIS 177	CAR	Annex 4Chap. 17.	Mexico	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	B	Need for production of aeronautical charts according to the ICAO specifications. The production of VFR charts at 1:000.000 scale has begun.	State	DEC/ 2006	We are working with INEGI in the 1:500 000 charts production.
AIS 194	CAR	Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Mexico	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. It is foreseen to notify ICAO a difference with regard to the use of the AIRAC System.	A	Need for production of aeronautical charts of this series according to the ICAO specifications. The restructuring of charts in accordance with ICAO requirements is under process.	State	DEC/ 2007	
AIS 210	CAR	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Mexico	Partial application of ICAO requirements for the production of Aerodrome obstacle chart-ICAO Type A.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports.	A	Need for effective production of aeronautical charts of this series according to the ICAO specifications.	State		
AIS 265	CAR	Annex 4 Chap. 7; Doc 8733 Basic ANP, Part VIII, Paras. 59 d) and 64 4); FASID Table AIS 6	Mexico	Partial application of ICAO requirements for the production of En route Navigation Charts-ICAO.	SEP/ 1996	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Effective application of ICAO requirements for the production of ICAOs en-route navigation charts.	State	DEC/ 2007	
AIS 271	CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 61 to 64, FASID Table AIS 7	Mexico	Lack of production of the World Aeronautical Chart ICAO 1:1000 000	NOV/ 1994	Records/files NACC RO; GREPECAS reports	B	Need of production of the World Aeronautical Chart ICAO 1:1000 000	State		
AIS 275	CAR	Doc. 8733 Basic ANP, Part VIII, Para.24	Mexico	Lack of use of English for plain language texts.	SEP/ 1996	Records/files NACC RO; GREPECAS reports. No action plan reported.	A	English language will be used for plain language texts.	SENEAM		
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	A	Need for an efficient application of AIRAC requirements in the integral package of aeronautical information.	State/Seneam	DEC/ 2007	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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	323 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	México	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective. A quality system (QS) will be implemented, as well as procedures for follow-up and quality control. The QA and QC procedures are being developed in the AIS/MAP services.	DEC/ 2007	
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AIS	335 CAR	Annex 15 Chap. 8; Doc 8733 Basic ANP, Part VIII, para. 25; FASID Tables AIS 1 and 2	Mexico	Pre-flight information (implementation of required AIS aerodrome units)	SEP/ 1996	Records/files NACC RO. Flight information units have been established in 32 airports of the ANP which provide pre flight information and assessment in the formulation of the Flight Plan. No date has been set to count with this service in all the airports of the ANP due to budgetary constraints.	B	SENEAM		
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AIS	337 CAR	Annex 15, Chap. 8, para 8.1.3; Doc 8733 Basic ANP, Part VIII, para. 2.6	Mexico	Pre-flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. This kind of bulletins is not foreseen in the short-term. There are budgetary constraints in the mid-term.	A	SENEAM		
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MEX Mexico

CNS	54 CAR	VHF/AMS-voice. Aeronautical Mobile Service Plan (Table CNS 2A)	United States	Lack of VHF-AMS oral coverage under the FL280 in Houston oceanic FIR in the CTA Merida boundaries with the CTA Monterrey. This requirement does not figure in the Table CNS 2A of the FASID, which ICAO is coordinating with the United States.	JAN/ 2002	RO/ATM mission	A	To implement the required equipment for the operation of VHF/AMS oral functions. Implement a VHF remote stations in Mexico, based in a current agreement between Unites States and Mexico, as well as its mitigation by implementing ADS-B.	United States/Mexico	Budget specific approval for this purpose.
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CNS	56 CAR	ATS speech circuits plan (Table CNS 1C) Belize APP - Merida ACC	Belize and Mexico	The circuit is out of service since 1 June 2003.	JUN/ 2003	Informed during the CA/ANE/WG/3 Meeting and reported by the DCA of Belize.	B	To implement a direct circuit to establish communications in Belize 15 seconds. Action Plan: Mexico will send a proposal on this regard.	Mexico and	DEC/ 2009
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MEX Mexico

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 40 CAR	CAR/SAM ANP MET Requirements, Table AOP 1.	Mexico	RVR have not been implemented.	JUN/ 1996		B	Toluca Airport (MMTO) has three RVR sensors, and it is expected to be operating at the end of 2005. Expected dates of RVR installation at MMMX, MMGL and MMMY airports: 6/2007	State	JUN/ 2007	Budgetary reasons had delayed the acquisition of these equipments.
MET 74 CAR	CAR/SAM ANP Requirements, Part VI, para. 8.	Mexico	There are deficiencies in the OPMET exchange.	JUN/ 1996	Review the OPMET exchange procedures, both in the meteorology and communications areas.	A	It is expected that at the end of 2005 the implementation of the template be continued in order to avoid mistakes in the MET report transmission.	States	APR/ 2006	Budgetary reasons had delayed the implementation of this programme-template.

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

MSR	Montserrat
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AIS	133 CAR	Annex 15. Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Montserrat	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State	
AIS	152 CAR	Annex 4 Chap. 16 Append. 5. FASID Table AIS 7.	Montserrat	Production of the world aeronautical charts-ICAO not according to the sheet layout index established for this series of chart.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	B	Need for production of aeronautical charts according to the established requirements.	State	
AIS	290 CAR	Annex 15 Chap. 8; Doc. 8733 Basic ANP, Part VIII, Para. 25; FASID Tables AIS 1 and 2	Montserrat	Pre- flight information (implementation of required AIS aerodrome units).	SEP/ 1996	Records/files NACC RO. No action plan reported.	B	Need for effective implementation of required AIS aerodrome units.	State	
AIS	301 CAR	Annex 4Chap. 17.	Montserrat	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	B	Need for production of aeronautical charts according to the ICAO specifications.	State	
AIS	302 CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Montserrat	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart- ICAO	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for effective production of this series of aeronautical charts.	State	
AIS	304 CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Montserrat	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan reported.	A	Need for production of aeronautical charts according to requirements.	State	Obstacles determination.
AIS	329 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Montserrat	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rullles are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

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	A	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 247	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.4.1(C) and ANP FASID Table AOP1)	Netherlands Antilles, CURACAO/ WILLEMSTAD, Hato Int'l	A simple approach lighting system is provided for Runway 11	FEB/ 2002	ICAO Visit February 2002	A	Provide a Category I precision approach lighting system for Runway 11. Action Plan: Airport operator to engage in consultation process with DCA and aircraft operators to confirm the need for a Category I precision approach lighting system and submit a technical aeronautical study to the DCA to request acceptance of non-compliance with standard requirement, if applicable. If a Category I precision approach lighting system is necessary, airport operator to provide.	Netherlands Antilles	DEC/ 2004	High cost of provision and pilot reports of blinding by existing lights.
AGA 248	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.4.1(C) and ANP FASID Table AOP1)	Netherlands Antilles, CURACAO/ WILLEMSTAD, Hato Int'l	A visual approach slope indicator system is not provided for Runway 29	FEB/ 2002	ICAO Visit February 2002	A	Provide a visual approach slope indicator system for Runway 29. Action Plan: Airport operator to engage in consultation process with DCA and aircraft operators to confirm the need for PAPI lights. If PAPI lights are necessary, airport operator to provide.	Netherlands Antilles	DEC/ 2004	High cost of provision and low utilisation of Runway 29 (<1%).

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 249 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.15 - 5.3.15.1)	Netherlands Antilles, CURACAO/ WILLEMSTAD, Hato Int'l	Stopway lights are not provided	FEB/ 2002	ICAO Visit February 2002	A	Provide stopway lights or do not declare stopway. Action Plan: NOTAM to be issued by DCA notifying lack of stopway lights. Airport operator to engage in consultation process with DCA and aircraft operators to confirm the need for stopways. If stopways are not necessary, DCA not to declare, modify the runway declared ASDA distance and amend AIP. If stopways are necessary, airport operator to provide stopway lights.	Netherlands Antilles	DEC/ 2004	
AGA 250 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	Parallel taxiway pavement has extensive cracking from the apron to Runway 11	FEB/ 2002	ICAO Visit February 2002	A	Upgrade taxiway pavement. Action Plan: Airport operator developing a new re-aligned Taxiway A West.	Netherlands Antilles	DEC/ 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	A	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.
AGA 253 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.4)	Netherlands Antilles, BONAIRE/ KRALENDIJK, Flamingo	The runway strip width is inadequate for an instrument runway	FEB/ 2002	ICAO Visit February 2002	A	Widen the runway strip	Netherlands Antilles		
AGA 254 CAR	Obstacles (Annex 14, Vol. I, Chap. 4 - 4.2.13, 4.2.18 - 4.2.19)	Netherlands Antilles, BONAIRE/ KRALENDIJK, Flamingo	Obstacles in the transitional surface include aircraft parked on the apron and buildings	FEB/ 2002	ICAO Visit February 2002	A	Remove the obstacles	Netherlands Antilles		
AGA 255 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.4.1)	Netherlands Antilles, BONAIRE/ KRALENDIJK, Flamingo	Apron safety line markings are not provided	FEB/ 2002	ICAO Visit February 2002	A	Provide apron safety line markings	Netherlands Antilles		
AGA 256 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.5.23 and ANP FASID Table AOP1)	Netherlands Antilles, BONAIRE/ KRALENDIJK, Flamingo	A visual approach slope indicator system is not provided for Runway 28	FEB/ 2002	ICAO Visit February 2002	A	Provide a visual approach slope indicator system for Runway 28	Netherlands Antilles		
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	A	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	A	Re-paint runway markings	Netherlands Antilles		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 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	A	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 260 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.4)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	The runway strip width is inadequate for an instrument runway	FEB/ 2002	ICAO Visit February 2002	A	Widen the runway strip. Action Plan: Runway strip is adequate for visual approaches. An IFR may be cleared to execute a visual approach, provided the meteorological conditions are such that a visual approach and landing can be completed. For PJIA a strip of 2x75 is then sufficient. An IFR flight on visual approach is approved.	PJIAE (Netherlands Antilles)		
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	A	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 263 CAR	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2, Rec. 4.2.12)	Netherlands Antilles, SAINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	Obstacles in the transitional surface include aircraft parked on the apron, buildings and vegetation	FEB/ 2002	ICAO Visit February 2002	A	Minimise the presence of obstacles by prevention and removal. Light and mark remaining obstacles as appropriate. Action Plan: Remedy hydrant system leakage. Local authorities have been advised of the required measures for implementation	PJIAE (Netherlands Antilles)		
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	A	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	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 268 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.4.1 (B) and ANP FASID Table AOP1)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	A simple approach lighting system is not provided for Runway 09	FEB/ 2002	ICAO Visit February 2002	A	Provide a simple approach lighting system for Runway 09	PJIAE (Netherlands Antilles)		Simple approach lighting system at Runway 09 is not practicable because of the sea. It is not required when the runway is used in conditions of good visibility or if other visual aids are provided. In this case we have good visibility and a PAPI system on the left and right side of the runway.
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	A	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	
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	A	Need to implement the WGS-84 Geodetic System	State	NOV/ 2004	Obstacles determination
AIS 61 CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Netherlands Antilles	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO.	A	Need for production of aeronautical charts according to requirements.	State		Obstacles determination
AIS 79 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	Netherlands Antilles	Lack of effective compliance with the AIRAC system requirement	NOV/ 1994	Records/files NACC RO; GREPECAS reports. No action plan reported.	A	Need for an effective application of AIRAC requirements	State		
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	A	Need to provide a higher priority for the printing of AIS publications	State		
AIS 134 CAR	Annex 15, Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Netherlands Antilles	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO;	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State		
AIS 195 CAR	Annex 4 Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Netherlands Antilles	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports.	A	Need for production of aeronautical charts of this series according to the ICAO specifications.	State		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 211 CAR	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Netherlands Antilles	Partial application of ICAO requirements for the production of Aerodrome obstacle chart-ICAO Type A.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports.	A	Need for effective production of aeronautical charts of this series according to the ICAO specifications.	State		
AIS 256 CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Netherlands Antilles	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart-ICAO.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports.	A	Need for effective production of this series of aeronautical charts.	State		
AIS 266 CAR	Annex 4 Chap. 7; Doc 8733 Basic ANP, Part VIII, Paras. 59 d) and 64 4); FASID Table AIS 6	Netherlands Antilles	Partial application of ICAO requirements for the production of En route Navigation Charts-ICAO.	SEP/ 1996	Records/files in NACC RO. GREPECAS and AIS/MAP/SG reports.	A	Effective application of ICAO State requirements for the production of En route chart-ICAO.	State		
AIS 268 CAR	Annex 15, Chapter 4, Para. 4.2.9; Doc. 8733, ANP, Part VI, 3.2	Netherlands Antilles	Lack of regular and effective updating of the AIP Document	OCT/ 2000	GREPECAS AIS/MAP Subgroup	A	Need to keep updated the information/data contained in the AIP	State		
AIS 330 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Netherlands Antilles	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007	

ANT Netherlands Antilles

CNS 23 CAR	Radio Navigation Aids (Table CNS 3) - VOR/DME ABA	Netherlands Antilles	DME in bad conditions, and the VOR and DME need to be replaced. VOR/DME ABA is installed in Aruba/Reina Beatrix Intl., but is the responsibility of Netherlands Antilles.	JUN/ 2000		A	VOR DME equipment need to be replaced. Action Plan: Netherlands Antilles has indicated that the VOR/DME ABA is in the process of being replaced.	Netherlands Antilles	DEC/ 2009	
CNS 27 CAR	Radio Navigation Aids (Table CNS 3) - ILS Cat. I	Netherlands Antilles/Philipsburg/Princess Juliana, St. Maarten I.	This ILS is not implemented.	FEB/ 1999	The facility was recommended for final approach and landing.	A	Netherlands Antilles plans to implement the ILS or GNSS Cat I system should be updated. Action Plan: GNSS procedures will be applied.	Netherlands Antilles		The ILS required for the St. Maarten airport could not be installed due to construction obstacles.
CNS 28 CAR	Radio Navigation Aids (Table CNS 3) - VOR/DME	Netherlands Antilles/Willemstad/Hato, Curacao	The VOR and the DME are implemented, but the VOR is disabled due to close construction.	FEB/ 1999	The facility was recommended for en-route, navigation, terminal area and approach and landing.	A	There are plans in the Netherlands Antilles to replace this facility by a new VOR/DME. Action Plan: Netherlands Antilles has indicated that the VOR/DME PJG is in the process of being replaced.	Netherlands Antilles	DEC/ 2009	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

CNS	51 CAR	ATS Speech Circuits Plan (Table CNS 1C) Curaçao ACC-Baranquilla ACC	Neetherland Antilles and Colombia	Due to a broken down the circuit was discontinued and the impossibility to replace the Curaçao terminal equipment. For this, the IDD is use.	MAR/ 2003	Informed in the C/CAR WG/3 Meeting	B	Implement in a short-term this circuit through a MEVA II and REDDIG interconnection Action Plan: With the MEVA II / REDDIG interconnection the implementation will be imminent.	Netherlands Antilles and Colombia	APR/ 2009	
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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.	A	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.
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MET	22 CAR	Adequate number of MET trained staff.	Netherlands Antilles	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	JUN/ 1996	To use CAR/SAM technical cooperation regional projects for the training of aeronautical meteorology.	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States		
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MET	55 CAR	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Netherlands Antilles	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to States required locations in accordance with the Table MET 2A requirements.	States		
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MET	75 CAR	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Netherlands Antilles	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 1996	Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States		
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OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

NIC	Nicaragua
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AGA 233 CAR	Runway Strip (Annex 14, Vol. I, Chap. 5- 5.3.4.1, 5.3.5.23 and ANP FASID Table AOP1)	Nicaragua, MANAGUA, Intl Managua	The military helicopters parked on the runway strip are obstacles	MAR/ 2002	ICAO Visit March 2002 & July 2006	A	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	
AGA 237 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5- 5.3.4.1, 5.3.5.23 and ANP FASID Table AOP1)	Nicaragua, MANAGUA, Intl Managua	The runway has no approach lighting systems	MAR/ 2002	ICAO Visit March 2002 and July 2006	A	Provide approach lighting systems. The International Airports Administration Company presented an expansion project including acquisition and installation of approach lighting system for Runway 09.	Nicaragua	2009	
AGA 399 CAR	Visual Aids (Annex 14, Vol.I, Chap. 5.2.7, 5.2.7.3 6 & 5.2.7.5)	Nicaragua, MANAGUA, Intl Managua	Runway End 27 has a “bubbled” turnaround pad that lacks Continuation of the runway side strip marking and In-pavement runway edge lights [elevated runway side lights are located on side of “bubbled” turnaround pad	JUL/ 2006	ICAO Visit July 2006	A	Mark runway edge and install in-pavement runway edge lights. The International Airports Administrator Company finalized singalling of runway edges. The installation of in-pavement runway edge lighths will be completed in 2009 as part of the runway expansion project.	Nicaragua	2009	
AGA 405 CAR	Runway Strip (Annex 14, Vol.I, Chap.3.4.3 & 3.4.6)	Nicaragua, MANAGUA, Intl Managua	The width of the runway strip on the north side is insufficient due to the location of parallel Taxiway A	JUL/ 2006	ICAO Visit July 2006	A	Implement an ATCT operational plan that addresses when Taxiway is restricted for specific aircraft on approach. Construct new extension of Taxiway A parallel to new Runway End 27 outside of the runway strip. The International Airports Administrator Company will request an excemption from compliance with regulations and will establish a procedure taking SMS into account.	Nicaragua		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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	406 CAR	Runway Geometry (Annex 14, Vol. I, Chap. 3.2.4)	Nicaragua, MANAGUA, Intl Managua	Two large drop offs between the runway edge and adjoining runway shoulder exist next to the entrance of the service road across from the Taxiway A entrance to Runway End 09.	JUL/ 2006	ICAO Visit July 2006	A	Fill in the depressed runway shoulder areas on each side of the ramp to reduce the elevation differences. The International Airports Administrator Company as part of the runway expansion project envisages grading the runway shoulder areas.	Nicaragua	2009	
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NIC Nicaragua

AIS	88 CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 61 to 64, FASID Table AIS 7	Nicaragua	Lack of production of the World Aeronautical Chart ICAO 1:1000 000	NOV/ 1994	Records/files NACC RO; GREPECAS reports. Not indicated in the Action Plan.	B	The CAA recognises the need for producing ICAO Global aeronautical Charts 1: 1000,000 and therefore, an agreement with INETER is on-going, in order to resolve this deficiency.	State	2010	Need for production of ICAO Aeronautical World Chart 1:1000,000
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AIS	153 CAR	Annex 4 Chap. 16 Append. 5. FASID Table AIS 7.	Nicaragua	Production of the world aeronautical charts-ICAO not according to the sheet layout index established for this series of chart.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports.	B	The CAA recognises the need for producing ICAO aeronautical Charts and therefore, an agreement with INETER is on-going.	State	2010	Need for production of aeronautical charts according to the established requirements. Action Plan: The production of world aeronautical charts has not been done in Nicaragua.
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AIS	178 CAR	Annex 4Chap. 17.	Nicaragua	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports.	B	Need for production of aeronautical charts according to the ICAO specifications. Action Plan: This kind of charts will be produced in accordance with ICAO specifications. The CAA recognises the need for producing ICAO VFR Charts at a 1: 500,000 scale, and therefore, an agreement with INETER is on-going..	State	DEC/ 2010	Obtaining PLTS software to develop national charts.
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AIS	324 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Nicaragua	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Civi Aviation authority is in the process of implementing a quality system (QS), as well as procedures for quality assurance and control (QA and QC) in the AIS/MAP services.	State	DEC/ 2010	Relevante technical documentation and rullles are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.
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NIC Nicaragua

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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	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	A	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 Aiport and at the Bluefields aerodrome..	INAC Nicaragua	DEC/ 2008
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NIC	Nicaragua
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MET	23	CAR	Adequate number of MET trained staff.	Nicaragua	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	JUN/ 1996	To use CAR/SAM technical cooperation regional projects for the training of aeronautical meteorology.	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology. Action plan: There are ten aeronautical meteorologists duly trained by the OMM. This amount is due to the actual level of automation. The Aeronautical Authority developed an action plan in conjunction with the meteorological service provider, INETER, which envisages the inclusion of at least two meteorological specialists to be added to the current 10 aeronautical meteorologists who are duly trained by the WMO. This quantity is due to the automation level currently in place..	States	2009
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MET	41	CAR	CAR/SAM ANP MET Requirements, Table AOP 1.	Nicaragua	RVR have not been implemented.	JUN/ 1996		B	To ensure the implementation of required RVR. The Aeronautical Authority developed an action plan in collaboration with INETER for the procurement of an RVR.	State	2009
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OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15
WP/16
Appendix A

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	76 CAR	CAR/SAM ANP Requirements, Part VI, para. 8.	Nicaragua	There are deficiencies in the OPMET exchange.	JUN/ 1996	Review the OPMET exchange procedures, both in the meteorology and communications areas.	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A. Action plan: The operating data exchange is given in a quick and dynamic way due to the new system of fiber optic that was installed in the last semester 2003.	States	
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OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

KNA	Saint Kitts and Nevis
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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	A	Extend runway strip or do not declare stopways and reduce runway declared distances	St. Kitts and Nevis	
AGA 281	CAR	Runway Strip (Annex 14, Vol. I, Chap. 3, 3.4 - Rec. 3.4.4 & 6)	St. Kitts and Nevis, BASSETERRE, Robert L. Bradshaw Int'l	Runway strip width is insufficient and contains objects	JAN/ 2003	ICAO Visit - January 2003	A	Remove objects and widen strip where possible	St. Kitts and Nevis	
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	A	Provide runway end safety areas by extension of airfield or do not declare stopways and reduce runway declared distances	St. Kitts and Nevis	
AGA 283	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - Std. 5.4.1.1)	St. Kitts and Nevis, BASSETERRE, Robert L. Bradshaw Int'l	Airfield signs are not provided	JAN/ 2003	ICAO Visit - January 2003	A	Provide airfield signs	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	A	Upgrade perimeter barrier to prevent unauthorised access by people and entrance of animals	St. Kitts and Nevis	
AGA 285	CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - Rec. 3.4.5 & 6)	St. Kitts and Nevis, CHARLESTOWN, Vance W. Amory Int'l	The runway strip width is insufficient and contains objects	JAN/ 2003	ICAO Visit January 2003	A	Remove objects and widen strip or reduce the aerodrome category. Action Plan: The strip width will be published as a Deficiency.	Nevis Island Administration	SEP/ 2003
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	A	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 287	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - Std. 5.3.5.1 & Doc. 8733 ANP FASID Table AOP1)	St. Kitts and Nevis, CHARLESTOWN, Vance W. Amory Int'l	No visual approach slope indicator system is provided on Runway 28	JAN/ 2003	ICAO Visit January 2003	A	Provide visual approach slope indicator system on Runway 28. Action Plan: Provide PAPI for Runway 28.	NASPA (Saint Kitts and Nevis)	SEP/ 2005
AGA 288	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.4, 5.4.1.1)	St. Kitts and Nevis, CHARLESTOWN, Vance W. Amory Int'l	Airfield signs are not provided	JAN/ 2003	ICAO Visit January 2003	A	Provide airfield signs	NASPA (Saint Kitts and Nevis)	SEP/ 2005
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	A	Upgrade perimeter barrier to prevent unauthorised access by people and entrance of animals	St. Kitts and Nevis	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

KNA	Saint Kitts and Nevis
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AIS	63 CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Saint Kitts and Nevis	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan is reported.	A	Need for production of aeronautical charts according to requirements. The CAA is negotiating a project with TCB.	State	
AIS	136 CAR	Annex 15. Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Saint Kitts and Nevis	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan is reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes. The CAA is negotiating a project with TCB.	State	
AIS	154 CAR	Annex 4 Chap. 16 Append. 5. FASID Table AIS 7.	Saint Kitts and Nevis	Production of the world aeronautical charts-ICAO not according to the sheet layout index established for this series of chart.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	B	Need for production of aeronautical charts according to the established requirements. The CAA is negotiating a project with TCB.	State	
AIS	179 CAR	Annex 4Chap. 17.	Saint Kitts and Nevis	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan es reported.	B	Need for production of aeronautical charts according to the ICAO specifications. The CAA is negotiating a project with TCB.	State	
AIS	197 CAR	Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Saint Kitts and Nevis	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan es reported.	A	Need for production of aeronautical charts of this series according to the ICAO specifications. The CAA is negotiating a project with TCB.	State	JAN/ 2001
AIS	257 CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Saint Kitts and Nevis	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart-ICAO.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for effective production of this series of aeronautical charts. The CAA is negotiating a project with TCB.	State	JAN/ 2000
AIS	333 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Saint Kitts and Nevis	It is required the implementation of a quality system (QS): as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rullles are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

LCA Saint Lucia

AGA	109	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.4, 5.3.4.1 (A))	Saint Lucia, CASTRIES, George F. L. Charles Intl	No approach lighting systems are provided at both runway ends	JUL/ 2001	ICAO Visit July 2001	A	Reduce the aerodrome category to reference Code 2 and/or provide simple approach lighting systems at both runway ends. Action Plan: AD Category reduced to Code 2	SLASPA	AUG/ 2003	Installation of simple approach lighting system is not physically practicable.
AGA	110	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.4, 5.3.4.1 (A))	Saint Lucia, CASTRIES, George F. L. Charles Intl	No visual approach slope indicator system is provided on Runway 27	JUL/ 2001	ICAO Visit July 2001	A	Provide visual approach slope indicator system on Runway 27	SLASPA	AUG/ 2003	File Difference. No PAPI is provided for Runway 27.
AGA	111	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.2.3 & 5.3.2.5 & 3 and ANP FASID Table AOP1)	Saint Lucia, CASTRIES, George F. L. Charles Intl	APAPI is provided on Runway 09 instead of PAPI	JUL/ 2001	ICAO Visit July 2001	A	Reduce the aerodrome category to reference Code 2 and/or provide PAPI on Runway 09. Action Plan: Aerodrome reduced to Category Code 2.	Saint Lucia	AUG/ 2003	
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	A	Maintain runway surface clean of FOD and upgrade the runway pavement	Saint Lucia		
AGA	113	CAR	Runway Geometry (Annex 14, Vol. I, Chap. 3.1 & 3.2, 3.2.1)	Saint Lucia, VIEUX FORT, Hewanorra Intl	Runway shoulders are not provided	JUL/ 2001	ICAO Visit July 2001	B	Provide runway shoulders. Status: Ongoing	SLASPA		
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	A	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	A	Provide PAPI for Runway 28. Status: Pending	SLASPA	OCT/ 2003	
AGA	122	CAR	Fencing (Annex 14, Vol. I, Chap. 9, 9.10, 9.10.9)	Saint Lucia, VIEUX FORT, Hewanorra Intl	No perimeter road is provided	JUL/ 2001	ICAO Visit July 2001	B	Provide perimeter road. Status: Pending	SLASPA	DEC/ 2004	

LCA Saint Lucia

AIS	64	CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Saint Lucia	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan reported.	A	Need for production of aeronautical charts according to requirements.	State		Obstacles determination.
AIS	116	CAR	Annex 15 Chap. 8; Doc. 8733 Basic ANP, Part VIII, Para. 25; FASID Tables AIS 1 and 2	Saint Kitts and Nevis	Pre- flight information/(implementation of required AIS aerodrome units).	SEP/ 1996	Records/files NACC RO. No action plan reported.	B	Need for effective implementation of required AIS aerodrome units. The CAA is negotiating a project with TCB.	State		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 137 CAR	Annex 15, Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Saint Lucia	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State		
AIS 155 CAR	Annex 4 Chap. 16 Append. 5. FASID Table AIS 7.	Saint Lucia	Production of the world aeronautical charts-ICAO not according to the sheet layout index established for this series of chart.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	B	Need for production of aeronautical charts according to the established requirements.	State		
AIS 180 CAR	Annex 4Chap. 17.	Saint Lucia	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	B	Need for production of aeronautical charts according to the ICAO specifications.	State		
AIS 198 CAR	Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Saint Lucia	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for production of aeronautical charts of this series according to the ICAO specifications.	State		
AIS 258 CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Saint Lucia	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart- ICAO.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for effective production of this series of aeronautical charts.	State	JAN/ 2000	
AIS 325 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Saint Lucia	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rulles are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007	
LCA Saint Lucia										
MET 24 CAR	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5	Saint Lucia	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	JUN/ 1996	Review the functions and training of the aeronautical meteorologist	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	State		
MET 42 CAR	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4. 6.3.2)	Saint Lucia	RVR have not been implemented	JUN/ 1996	Plan de acquisition of the RVR	B	To ensure the implementation of required RVR.	State		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 56 CAR	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Saint Lucia	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to State required locations in accordance with the Table MET 2A requirements.			
MET 77 CAR	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Saint Lucia	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 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	A	Ensure that OPMET exchange State is made in accordance with requirements of Tables MET 2 and MET 2A.			

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

VCT Saint Vincent and the Grenadines

AGA 203	CAR	Runway Geometry (Annex 14, Vol. I, Chap. 3.1 & 3.2 - 3.1.12 & 13)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Runway longitudinal slope exceeds recommended limits	DEC/ 2001	ICAO Visit December 2001	B	Reduce the aerodrome category to reference Code 2. Action Plan: Difference will be Vincent and filed with ICAO and published the Grenadines in AIP.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2004	Runway longitudinal slopes cannot be adjusted due to physical constraints.
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	A	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 205	CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.2)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Runway strip width is insufficient on both sides	DEC/ 2001	ICAO Visit December 2001	A	Reduce the aerodrome category to reference Code 2. Action Plan: Difference will be Vincent and filed with ICAO and published the Grenadines in AIP.	Min. NS, PS & AD St. Vincent and the Grenadines		Runway strip width cannot be adjusted due to physical constraints.
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	A	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	A	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	
AGA 208	CAR	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2 Rec. 4.2.12)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Obstacles infringing on the transitional obstacle limitation surface include aircraft parked on the apron, fencing, roads, utility poles, terrain, buildings and vegetation	DEC/ 2001	ICAO Visit December 2001	A	Reduce the aerodrome category to reference Code 2 and identify, remove and/or mark/light remaining obstacles. Action Plan: Apron to be relocated and significant obstructions removed or marked under the Airport Improvement Project.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2006	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 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	A	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 210 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.10, 5.2.10.1 & 5.2.10.2)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Runway holding position marking is not provided on the west taxiway and no apron taxiway centreline, aircraft stand and safety line markings are provided	DEC/ 2001	ICAO Visit December 2001	A	Provide runway holding position marking on west taxiway and apron markings. Action Plan: Corrective action being undertaken under the Airport Improvement Project.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2006	
AGA 211 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.4, 5.3.4.1, 10.4.20 & 10.4.21)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Runway 07 approach lighting system is out of service	DEC/ 2001	ICAO Visit December 2001	A	Reinstate Runway 07 simple approach lighting system. Action Plan: Corrective action being undertaken under the Airport Improvement Project.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2006	
AGA 212 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.4.1.1)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	No airfield signs are provided	DEC/ 2001	ICAO Visit December 2001	A	Provide airfield signs Action Plan: Corrective action being undertaken under the Airport Improvement Project.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2006	
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	A	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	A	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	A	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	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 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	A	Re-paint runway markings. Action Plan: Corrective action being undertaken.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2004	
AGA 217 CAR	Runway Geometry (Annex 14, Vol. I, Chap. 3.1 & 3.2 - Stolport Manual 3.2.5.3 & Annex 14 Vol. I para. 3.1.13)	St. Vincent and the Grenadines, MUSTIQUE, Mustique	Runway longitudinal slope exceeds 2 % at both runway ends	DEC/ 2001	ICAO Visit December 2001	B	Review runway declared distances to include only those portions of the runway where the slope does not exceed 2% and publish in the AIP	St. Vincent and the Grenadines		
AGA 218 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.3 - Stolport Manual 3.3.2.1 & 3.3.5)	St. Vincent and the Grenadines, MUSTIQUE, Mustique	Runway strip contains objects including drainage channels and concrete lighting support bases and Runway strip width is deficient in the southeast portion where the road, vegetation and fencing infringe on the runway strip and in the northeast portion where the terrain, vegetation and fencing infringe on the runway strip	DEC/ 2001	ICAO Visit December 2001	A	Cover drainage channels and de-lethalise lighting bases and widen the runway strip or reduce the runway declared distances	St. Vincent and the Grenadines		
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	A	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	A	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	A	Provide stolport designation marking	St. Vincent and the Grenadines		
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	A	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	A	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		

VCT Saint Vincent and the Grenadines

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15
WP/16
Appendix A

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	79 CAR	Adequate number of MET trained staff.	Saint Vincent	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	JUN/ 1996	To use CAR/SAM technical cooperation regional projects for the training of aeronautical meteorology.	A	Upgrade training to senior and State junior members of staff and increase the number of personnel.		
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OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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
TTO Trinidad and Tobago										
AGA 8	CAR Taxiway Parallel to Runway (Annex 14, Vol. I, Chap. 3, Rec. 3.9.1 & 3.9.2 and ANP, Table AOP 1)	Trinidad and Tobago, PORT OF SPAIN, Piarco Intl	No full-length parallel taxiway	DEC/ 1999	ICAO Visits March & December 2001 IFALPA Meeting November 2000	B	Provide a full-length parallel taxiway. Action Plan: Extension of taxiway planned.	AATT/BWIA (Trinidad and Tobago)	DEC/ 2015	
AGA 20	CAR Runway Strip (Annex 14, Vol. I, Chap. 3, 3.4, 3.4.3)	Trinidad and Tobago, PORT OF SPAIN, Piarco Intl	Taxiways B and aircraft maintenance apron infringe on the runway strip	MAR/ 2001	ICAO Visits March & December 2001	A	Relocate parallel taxiways to the required separation distance from the runway. Action Plan: Taxiway B realignment planned. Relocation of apron planned.	AATT & AATT/BWIA (Trinidad and Tobago)	DEC/ 2015	
AGA 31	CAR Obstacles (Annex 14, Vol. I, Chap. 4, 4.2, 4.2.13 & 4.2.21)	Trinidad and Tobago, PORT OF SPAIN, Piarco	Facilities located north of the western runway end are obstacles infringing in the transitional surface	MAR/ 2001	ICAO Visits March & December 2001	A	Relocate facilities. Action Plan: Relocation of hangars planned.	AATT / BWIA (Trinidad and Tobago)	DEC/ 2015	
AGA 34	CAR Radio Aids (ANP, Table AOP 1)	Trinidad and Tobago, SCARBOROUGH, Crown Point	No ILS and VOR	DEC/ 1999	IFALPA Meeting November 2000 Verified by ICAO with reference to AIP	A	Implement the facility. Action Plan: Replacement and relocation of NDB and new LLZ/DME planned.	TTCAA (Trinidad and Tobago)	DEC/ 2005	
AGA 58	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP 1)	Trinidad and Tobago, PORT OF SPAIN, Piarco Intl	No taxiway signs are provided on taxiways B and C	MAR/ 2001	ICAO Visits March & December 2001	A	Install taxiway signs. Action Plan: New signs to be installed	AATT (Trinidad & Tobago)	JUN/ 2004	
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	A	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	A	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	A	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	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 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	A	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	
AGA 293 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.5.1 & ANP FASID Table AOP1)	Trinidad and Tobago. SCARBOROUGH, Crown Point Int'l	Runway 29 is not provided with a visual approach slope indicator system	MAY/ 2002	ICAO Visit May 2002	A	Provide a visual approach slope indicator system on Runway 29. Action Plan: Installation of Runway 29 VASIS planned.	AATT (Trinidad and Tobago)	DEC/ 2005	
AGA 294 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.4.1.1)	Trinidad and Tobago. SCARBOROUGH, Crown Point Int'l	No airfield signs are provided	MAY/ 2002	ICAO Visit May 2002	A	Provide airfield signs. Action Plan: Installation of airfield signs planned.	AATT (Trinidad and Tobago)	DEC/ 2005	
AGA 295 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2, & 10.2.1)	Trinidad and Tobago. SCARBOROUGH, Crown Point Int'l	Apron pavement surface has some irregularities and FOD along the slab joints	MAY/ 2002	ICAO Visit May 2002	A	Repair apron pavements. Action Plan: Apron pavement upgrading project planned.	AATT (Trinidad and Tobago)	JUN/ 2005	

TTO Trinidad and Tobago

AIS 66 CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Trinidad and Tobago	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. Not included in the Action Plan.	A	Need for production of aeronautical charts according to requirements. The following aeronautical charts have been produced according to WGS-84 requirements: Piarco Aerodrome Chart - ICAO, Piarco Aerodrome Obstacle Chart - ICAO - Type A, IAC RNAV RWY10, IAC RNAV RWY28, Piarco CTR Area Chart, Crown Point Aerodrome Chart - ICAO, Crown Point aerodrome Obstacle Chart, ICAO Type A, IAC RNAV RWY11, IAC RNAV TWY29.	State	2008	Obstacles determination.
AIS 157 CAR	Annex 4 Chap. 16 Append. 5. FASID Table AIS 7.	Trinidad and Tobago	Production of the world aeronautical charts-ICAO not according to the sheet layout index established for this series of chart.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. Not included in the Action Plan.	B	Need for production of aeronautical charts according to the established requirements. In consultation with charging agency for production of this chart, there exists discrepancies with ICAO sheet layout APP5 to Annex4, Ch. 16 and AIS FASID table 7 which need to be resolved.	State	DEC/ 2010	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 182 CAR	Annex 4Chap. 17.	Trinidad and Tobago	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports.	B	Need for production of aeronautical charts according to the ICAO specifications. Action plan: Requirement has been confirmed in consultation with charting agency for production of this chart.	State	DEC/ 2010	
AIS 200 CAR	Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Trinidad and Tobago	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports.	A	Need for production of aeronautical charts of this series according to the ICAO specifications. Action plan: New IAC RNAV charts produced for Crown Point and Piarco. New IAC charts produced for Crown Point. Charts possess most ICAO requirements. Some work still to be done.	State	DEC/ 2010	
AIS 260 CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Trinidad and Tobago	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart-ICAO.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. Not included in the Action Plan.	A	Need for effective production of this series of aeronautical charts.	State	MAY/ 2008	ICAO Aerodrome charts produced for Piarco and Crown Point.
AIS 291 CAR	Annex 15 Chap. 8; Doc. 8733 Basic ANP, Part VIII, Para. 25; FASID Tables AIS 1 and 2	Trinidad and Tobago	Pre- flight information (implementation of required AIS aerodrome units).	SEP/ 1996	Records/files NACC RO.	B	Need for effective implementation of required AIS aerodrome units. Action Plan: Procurement of equipment ongoing. Aerodrome AIS Unit established in Piarco, Preflight Information briefing available at Piarco AIS, AIS Aerodrome Unit not yet established at Crown Point. The need for this service to be researched.	State	DEC/ 2010	
AIS 297 CAR	Annex 15. Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Trinidad and Tobago	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes. Action plan: Procurement of equipment ongoing.	State	DEC/ 2004	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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	326 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Trinidad and Tobago	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rullles are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective. The ICAO Guidance Manual on Implementation of a Quality System in AIS received. The Quality Manual for Piarco AIS completed. Work still beng done on the Procedures Manual and Work Instructions.	State	DEC/ 2010
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TTO Trinidad and Tobago

MET	43 CAR	CAR/SAM ANP MET Requirements, Table AOP 1.	Trinidad and Tobago	RVR have not been implemented.	JUN/ 1996		B	As stated in an earlier document, the Trinidad and Tobago Meteorological Service will not be installing Runway Visual Range equipment in Trinidad and Tobago, due to the low frequency of limiting visibility. The Civil Aviation Authority is advised that the "Supplement in respect of the provisions of Trinidad and Tobabo be amended"	State	JUN/ 2004
MET	57 CAR	CAR/SAM ANP, Part VI, Meteorology, para. 3.	Trinidad and Tobago	Do not transmit regularly the special AIREPs in accordance with requirements.	MAY/ 1996	Keep a strict supervision and control of the operational ATS/MET staff to keep them informed on the importance of AIREPs and on the need to disseminate them where required.	A	Disseminate air notifications to State required locations in accordance with the Table MET 2A requirements. Action plan: The Meteorological Service has not received an AIREP message during the past four (4) years at least from Civil Aviation. Therefore we are unable to transmit these messages.		APR/ 2003

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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	78 CAR	CAR/SAM ANP Requirements, Part VI, para. 8.	Trinidad and Tobago	There are deficiencies in the OPMET exchange.	JUN/ 1996	Review the OPMET exchange procedures, both in the meteorology and communications areas.	A	The Trinidad and Tobago Meteorological Service transmits, via the AFTN, all observations and SIGMETs. TAFs are transmitted via the International Satellite Communications System (ISCS). However, there have been many occasions when observations reaches the addressees in the Eastern Caribbean only, because there is a problem in Atlanta of which we are not made aware. If all our transmissions are sent via the ISCS, CAA will not receive any transmissions from us because your are not on the ISCS.	State	
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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	A	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 Agreements with SRRs and RCCs finished.
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OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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

TCA	Turks and Caicos
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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	A	Need to disseminate on time all operational information through NOTAM	State	
AIS	67	CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Turks and Caicos Islands	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan reported.	A	Need for production of aeronautical charts according to requirements.	State	
AIS	80	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	Turks and Caicos Islands	Lack of effective compliance with the AIRAC system requirement	NOV/ 1994	Records/files NACC RO; GREPECAS reports. No action plan reported.	A	Need for an effective application of AIRAC requirements	State	
AIS	90	CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 61 to 64, FASID Table AIS 7	Turks and Caicos Islands	Lack of production of the World Aeronautical Chart ICAO 1:1000 000	JAN/ 1994	Records/files NACC RO; GREPECAS reports. No action plan reported.	B	Need for production of ICAO Aeronautical World Chart 1:1000,000	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	A	Need to provide a higher priority for the printing of AIS publications	State	
AIS	139	CAR	Annex 15. Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Turks and Caicos Islands	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State	
AIS	261	CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Turks and Caicos Islands	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart- ICAO.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for effective production of this series of aeronautical charts.	State	
AIS	306	CAR	Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Turks and Caicos Islands	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for production of aeronautical charts of this series according to the ICAO specifications.	State	
AIS	331	CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Turks and Caicos	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15
WP/16
Appendix A

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

USA	United States
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AGA 158	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.5.3 and ANP, Table AOP1)	United States, San Juan, Luis Muñoz Marin International	Non-standard VASI is provided	APR/ 2002	ICAO Review of Aerodrome Layout & ICAO Visit - October 2003	A	Replace VASI with standard VASIS (i.e. PAPI). Action Plan: PAPI to be installed. Awaiting for administrative change. FAA ANI is awaiting for an NRA number for the project. Runway 08 currently has a PAPI installed. Runway 10/28 currently under construction will have PAPIs on both runway ends when it opens. Runway 26 VASI to be replaced with scheduled safety area/twy extension project.	United States	Runway 10/28 work expected to be complete Dec. 2007. Runway 26 safety area/twy extension to start following opening of Rwy 10/28 (expected to begin Jan 2008).
AGA 322	CAR	Runway Strip (Annex 14, Vol.I, Chap.3, 3.4 & 3.4.3)	United States, Puerto Rico, Luis Muñoz Marin International Airport	Runway strip widths are insufficient and contain objects including vegetation and arresting gear	OCT/ 2003	ICAO Visit - October 2003	A	Widen the runway strips and remove objects Action Plan: Corrections underway. Land areas beyond and to the sides of Rwy 8 are under development to provide RESA and runway strip. For Rwy 26 end, construction of the new full-parallel Twy S and land extension will provide a full width. The north side of Rwy 26 is bounded by a protected water/mangroves. Minimal arresting gear components currently sit inside the runway 26 safety area. Those items will be removed as part of the runway 26 safety area/twy extension project. Runway 10/28 work (estimated completion Dec. 2007) included removal of existing arresting gear components.	United States	Runway 26 safety area/twy extension to start following opening of Rwy 10/28 (expected to begin Jan 2008).

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CAR REGION

GREPECAS/15

WP/16

Appendix A

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 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	A	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.
AGA 328 CAR	Visual Aids (Annex 14, Vol.I, Chap. 5.3.4, 5.3.4.2 & 5.3.4.3 and Doc. 8733 ANP FASID Table AOP1)	United States, Puerto Rico, Luis Muñoz Marin International Airport	The visual approach slope indicator systems provided for all runways are not compliant with standards	OCT/ 2003	ICAO Visit - October 2003	A	Replace the visual approach slope indicator systems with systems which are compliant with standards Action Plan: PAPI to be installed. Awaiting for administrative change. FAA ANI is awaiting for an NRA number for the project. Runway 08 currently has a PAPI installed. Runway 10/28 currently under construction will have PAPIs on both runway ends when it opens. Runway 26 VASI to be replaced with scheduled safety area/twy extension project.	United States		Runway 10/28 work expected to be complete Dec. 2007. Runway 26 safety area/twy extension to start following opening of Rwy 10/28 (expected to begin Jan. 2008).

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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										
AGA 20 SAM	Visual aids (Annex 14, Vol. I, Ch. 5)	Argentina, BUENOS AIRES/Ezeiza Aerodrome	Lack of edge illumination in taxiway H and insufficient letter signs for information	NOV/ 2000	IATA/Letter sent to the President of ORSNA in November 2000 Fax 286/02 dated 30 OCT 2002 from Argentina	A	To provide edge illumination in taxiway H and to improve the letter signs for information. ACTION TAKEN: The Administration is preparing a Corrective Action Plan. A requirement was formulated through the Regulatory Agency (ORSNA) to the Concesionaire in order to present a Corrective Action Plan "PENDING ACTION PLAN" ACTION PLAN: Included in the rehabilitation work of all the taxiways (AGA/AOP/SG/4 Meeting, Mexico, 15-18 NOV 04)	Argentina	MAR/ 2005	
AGA 142 SAM	Physical characteristics (Doc 8733, Vol. II, FASID)	Argentina/BUENOS AYRES/Ezeiza Aerodrome	RWY 11/29 length is 3300 m. The Regional ANP recommends 3700 m	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Inform the SAM Office when the remaining 400 m will be constructed "PENDING ACTION PLAN" COMMENTS: Information from Argentina indicates that the revised Master Plan considers rwy length of 3300 m, which is adequate for the operation of in service aircraft (AGA/AOP/SG/4, Mexico, 15-18 NOV 04 requested Argentina to solicit the SAM Office to prepare Amendment to ANP)	Argentina		
AGA 144 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/BUENOS AYRES/San Fernando Aerodrome	No PAPIs in RWYs 05 y 23, as recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide PAPIs for RWYs 05 y 23 and/or inform the SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Included in the Airport Construction Plan for JUN 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina	JUN/ 2006	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 145 SAM	Rescue and Fire Fighting Service (Annex 14, Vol. I, Ch. 9.2 and Doc 8733, Vol. II, FASID)	Argentina/CATARATAS DEL IGUAZU/My. Carlos Eduardo Krause Aerodrome	RFF is currently Category 6. The Regional ANP requires Category 9	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	A	Upgrade the RFF to Category 9, as recommended by the Regional ANP and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Included in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina	DEC/ 2005	
AGA 146 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/CATARATAS DEL IGUAZU/My. Carlos Eduardo Krause Aerodrome	No PAPIs in RWYs 13 and 31, as recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install PAPIs for RWYs 13 and 31 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Included in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina	DEC/ 2005	
AGA 148 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/COMODORO RIVADAVIA/General Moscón Aerodrome	RFF is currently Category 6. The Regional ANP requires Category 7	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide category 7, as it is recommended by the Regional ANP and/or inform the ICAO SAM Regional Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled to be implemented in DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina	DEC/ 2005	
AGA 150 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/COMODORO RIVADAVIA/General Moscón Aerodrome	No precision approach Category I lighting system at RWY 25, as recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system at RWY 25 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: It is scheduled in the Airport Construction Plan for DEC 2007 (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina	DEC/ 2007	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 153 SAM	Physical characteristics (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 3.8)	Argentina/CORDOBA/Ing. Aer. Taravella Aerodrome	There is no TWY parallel to RWY 18, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Construct a parallel TWY to RWY 18 and/or inform to the ICAO SAM Office when it will be built "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina	DEC/ 2006	
AGA 154 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/CORDOBA/Ing. Aer. Taravella Aerodrome	There is no PAPI at RWY 18, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install PAPI at RWY 18 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled to be done in DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina	DEC/ 2005	
AGA 160 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/JUJUY/Gobernador Guzmán Aerodrome	The RFF is currently Category 4. The Regional ANP requires Category 7	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RFF category 7 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: CAT 6, nowadays. It will be CAT 7 in DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	
AGA 162 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/JUJUY/Gobernador Guzmán Aerodrome	No PAPI at RWY 15, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install PAPI at RWY 15 and/or inform to ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	
AGA 164 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/MAR DEL PLATA/Gral. B. Colina Aerodrome	The RFF is currently Category 6. The Regional ANP recommends Category 7	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provid RFF category 7 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2005/2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 165 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/MAR DEL PLATA/Gral. B. Colina Aerodrome	No precision approach Category I lighting system at RWY 13, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system at RWY 13 and/or inform the ICAO SAM office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 167 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/MENDOZA/E l Plumerillo Aerodrome	No simple approach lighting system at RWY 18, as recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide simple approach lighting system at RWY 18 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	
AGA 168 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/MENDOZA/E l Plumerillo Aerodrome	No precision approach Category I lighting system at RWY 36, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category lighting system at RWY 36 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 170 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/NEUQUEN/Pr esidente Perón Aerodrome	The RFF currently is Category 4. The Regional ANP requires Category 7	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RFF Category 7 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Nowadays, CAT 6. Scheduled CAT 7 in the Airport Equipment Plan for DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 171 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/NEUQUEN/Presidente Perón	No precision approach Category I lighting system at RWY 08, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system at RWY 08 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	
AGA 179 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/RESISTENCIA/Resistencia Aerodrome	The RFF is currently Category 5. The Regional ANP recommends Category 9	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RFF Category 9 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Nowadays, CAT 7. Scheduled CAT 9 in the Airport Equipment Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 180 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/RESISTENCIA/Resistencia Aerodrome	No PAPIs at RWYs 03 and 21, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install PAPIs at RWYs 03 and 21 and inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: RWY 21 scheduled in the Airport Equipment Plan for DEC 2005. RWY 03, Argentina will solicit its elimination from the ANP (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 181 SAM	Physical characteristics (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 3.8)	Argentina/RESISTENCIA/Resistencia Aerodrome	No Parallel TWY to RWY 21, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Construct parallel TWY to RWY 21 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" COMMENTS: Argentina will require to eliminate this requirement from the ANP (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 182 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/RESISTENCIA/Resistencia Aerodrome	No precision approach Category I lighting system at RWY 21, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system at RWY 21 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 184 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/RÍO GALLEGOS/Piloto Civil N. Fernández Aerodrome	The RFF is currently Category 7. The Regional ANP recommends Category 9	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RFF Category 9 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Equipments Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 187 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/RÍO GALLEGOS/Piloto Civil N. Fernández Aerodrome	No precision approach Category I lighting system at RWY 25, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system at RWY 25 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Under verification. Scheduled for DEC 2004 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2004	
AGA 196 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/ROSARIO/Rosario Aerodrome	The RFF is currently Category 6. The Regional ANP recommends Category 9	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RFF Category 9 and/or inform the ICAO SAM office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Equipments Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 199 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/ROSARIO/Rosario Aerodrome	No precision approach Category I lighting system at RWY 19, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system at RWY 19 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 201 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/SALTA/Salta Aerodrome	The RFF is currently Category 4. The Regional ANP recommends Category 7	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RFF Category 7 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Nowadays, CAT 6. Scheduled CAT 7 in the Airport Equipment Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 202 SAM	Physical characteristics (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 3.8)	Argentina/SALTA/Salta Aerodrome	No parallel TWY to RWY 01, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Construct parallel TWY to RWY 01 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2007 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2007	
AGA 208 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/SAN CARLOS DE BARILOCHE/San Carlos de Bariloche Aerodrome	No PAPI at RWY 11, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install PAPI at RWY 11 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 209 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/SAN CARLOS DE BARILOCHE/San Carlos de Bariloche Aerodrome	No precision approach Category I lighting system at RWY 11, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system for RWY 11 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled for RWY 29 in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 216 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/USHUAIA/Malvinas Argentinas Aerodrome	No precision approach Category I lighting system at RWY 25, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system at RWY 25 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Argentina		
AGA 221 SAM	RFF (Annex 14, Vol. I, Ch. 9.2)	Argentina/BUENOS AYRES/Ezeiza/Min. Pistarini Int'l Airport	The fire station is not well located in relation to both RWYs. The response time obtained during the last exercise was 2'45"	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Relocate fire station in order to reduce the response time to less than 2 min, in order to comply with the ICAO Recommendation 9.2.22 of Annex 14, Vol. I "PENDING ACTION PLAN" ACTION PLAN: Scheduled the construction of a satellite RFF for DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	
BOL Bolivia										
AGA 36 SAM	Rescue and Fire Fighting Service (Annex 14, Vol. I, Chap. 9)	Bolivia, LA PAZ/El Alto	Three minutes RFF time of response	SEP/ 2001	Detected during mission conducted by ICAO Secretariat Planned for June 2003, fax NAV/AER/702/02 from Bolivia	B	Improve RFF time of response to 2 minutes. ACTION PLAN: It was required to the company Rural Metro to cut down the response time to 2 min during the following tests to be carried out (Doc DGAC-0-1-1050, NA 328/AGA 095/04, 14 JUN 2004)	Bolivia/SABS A	JUL/ 2004	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 37 SAM	Obstacles (Annex 14, Vol. I Chap. 4 and Chap.6)	Bolivia, LA PAZ/El Alto	Church towers/buildings without obstacles lighting system	SEP/ 2001	Detected during mission conducted by ICAO Secretariat Planned para March 2003, fax NAV/AER/702/02 from Bolivia	A	Install lighting system on church towers/buildingss. ACTION TAKEN: DGAC has presented these requirements to the City Hall of El Alto in order to install the obstacle lighting system.	Bolivia/SABS A	MAR/ 2003	
AGA 278 SAM	Regional ANP (Doc 8733, FASID CAR/SAM-AOP)	BOLIVIA/SLCB - COCHABAMBA/Jorge Wilserman	There is no precision approach lighting system for RWY 32	MAR/ 2004	ICAO Regular Mission (12/13 AUG 2003 - Recommended Action AGA/04 of its respective Report)	A	Instal precision approach lighting system for RWY 32 "PENDING ACTION PLAN" ACTION PLAN: SABSA will install facility in DEC 2004 (Doc DGAC-0-1-1145/NA370/AGA101/04-30JUN2004). SABSA contracted the Tec. Coop. from ICAO. The company THALES was hired and it will be implemented in July 2005 (DGAC-0-1-2013, NA 594/AGA 165/04, 06 OCT 2004)	DGAC/SABS A	JUL/ 2005	
BRA Brasil										
AGA 137 SAM	Visual aids (Annex 14, Vol. I, Chap. 3, 9, Doc 9737 Part 8, Doc 9476, Doc 9157)	Brasil, SAO PAULO/Guarulhos	Apron congested for the type of aircraft proposed	MAY/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	B	Adequate/manage apron for accommodate number of aircraft "PENDING ACTION PLAN" ACTION PLAN: Terminals expansion is underway. The positions will be gradually open until NOV 2005. Expansion of the apron/RWYs/TWYs to be started in DEC 2004 with duration of 30 months (Letter 767/CERNAI-ANA, dated 31 AUG 2004, Of. No. 121/SIE/11975/ DAC, dated 24 AUG 2004 and OF No. 9616/DO-DOGP/2004/INFRAERO, dated 04 AUG 2004	INFRAERO/Brazil	JUN/ 2007	
AGA 470 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Campo Grande Int'l	ANP requires RFF CAT 8. It is CAT 7	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/01 of its respective Report)	A	Upgrade RFF to CAT 8	BRAZIL/ANAC/INFRAERO		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 471 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Corumbá Int'l	There is no PAPI for RWY 09	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/02 of its respective Report)	B	Install PAPI for RWY 09	BRAZIL/ANAC/INFRAERO		
AGA 472 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Afonso Pena Int'l	ANP requires PA3 type for RWY 15. It PA2	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/03 of its respective Report)	B	Upgrade Pista 15 to PA3	BRAZIL/ANAC/INFRAERO		
AGA 473 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Afonso Pena Int'l	There is no simple approach lighting system for RWY 33	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/04 of its respective Report)	B	Install simple approach lighting system for RWY 33	BRAZIL/ANAC/INFRAERO		
AGA 474 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Pinto Martins Int'l	There is no precision approach lighting system for RWY 13	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/05 of its respective Report)	B	Install precision approach lighting system for RWY 13	BRAZIL/ANAC/INFRAERO		
AGA 475 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Augusto Severo Int'l	There is no precision approach lighting system for RWY 16L	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/06 of its respective Report)	B	Install precision approach lighting system for RWY 16L	BRAZIL/ANAC/INFRAERO		
AGA 477 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Guararapes Int'l	There is no precision approach lighting system for RWY 18	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/08 of its respective Report)	B	Install precision approach lighting system for RWY 18	BRAZIL/ANAC/INFRAERO		
AGA 478 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Rio de Janeiro Int'l	There is no runway centre line lighting for RWY 15 as required by the ANP	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/09 of its respective Report)	B	Install runway centre line lighting for RWY 15 or request amendment to the ANP	BRAZIL/ANAC/INFRAERO		
AGA 479 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Rio de Janeiro Int'l	There is no runway touchdown zone lighting for RWY 15 as required by the ANP	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/10 of its respective Report)	B	Install runway touchdown zone lighting for RWY 15 or request amendment to the ANP	BRAZIL/ANAC/INFRAERO		
AGA 480 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Rio de Janeiro Int'l	There is no taxiway centre line lighting for RWY 15 as required the ANP	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/11 of its respective Report)	B	Install taxiway centre line lighting for RWY 15 or request amendment to the ANP	BRAZIL/ANAC/INFRAERO		
AGA 481 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Rio de Janeiro Int'l	There is no stop bars to RWY 15 as required by the ANP	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/12 of its respective Report)	B	Install stop bars to RWY 15 or request amendment to the ANP	BRAZIL/ANAC/INFRAERO		
AGA 482 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Deputado Luis Eduardo Magalhaes Int'l	There is no precision approach lighting system for RWY 10	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/13 of its respective Report)	B	Install precision approach lighting system for RWY 10	BRAZIL/ANAC/INFRAERO		
AGA 483 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Santarém Int'l	There is no TWY for RWY 10 as required by the ANP	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/14 of its respective Report)	B	Construct TWY for RWY 10	BRAZIL/ANAC/INFRAERO		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 484 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Santarém Int'l	There is no precision approach lighting system for RWY 10	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/15 of its respective Report)	B	Install precision approach lighting system for RWY 10	BRAZIL/ANAC/INFRAERO		
AGA 485 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Santarém Int'l	There is no taxiway edge lighting for RWY 10	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/16 of its respective Report)	B	Install taxiway edge lighting for RWY 10	BRAZIL/ANAC/INFRAERO		
AGA 486 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Santarém Int'l	There is no TWY centre line marking for RWY 10	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/17 of its respective Report)	B	Paint TWY centre line marking for RWY 10	BRAZIL/ANAC/INFRAERO		
AGA 487 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Santarém Int'l	There is no TWY holding position marking for RWY 10	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/18 of its respective Report)	B	Paint TWY holding position marking for RWY 10	BRAZIL/ANAC/INFRAERO		
AGA 488 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Santarém Int'l	There is no PAPI for RWY 28	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/19 of its respective Report)	B	Install PAPI for RWY 28	BRAZIL/ANAC/INFRAERO		
AGA 489 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Marechal Cunha Machado Int'l	ANP requires RFF CAT 8. It is CAT 7	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/20 of its respective Report)	B	Update RFF to CAT 8	BRAZIL/ANAC/INFRAERO		
AGA 490 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Marechal Cunha Machado Int'l	There is no precision approach lighting system for RWY 06	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/21 of its respective Report)	B	Install precision approach lighting system for RWY 06	BRAZIL/ANAC/INFRAERO		
AGA 491 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Marechal Cunha Machado Int'l	There is no PAPI for RWY 24	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/22 of its respective Report)	B	Install PAPI for RWY 24	BRAZIL/ANAC/INFRAERO		

CHL Chile

AGA 229 SAM	Surface characteristics/Friction (Annex 14, Vol. I, Ch. 2, 3, and 9, Doc 9137-AN/898, Parts 2, 8 and 9)	Chile/SANTIAGO/Arturo Merino Benítez Int'l Airport	Excess of rubber at RWY surface and pavement is great process of deterioration	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Remove excess of rubber from RWY surface. The water pressure applications must be adjusted to the pavement's deterioration condition in order not to intensify it "ACTION PLAN": Removal of RWY rubber built-up will be done in July 2003 (DGAC Letter, 17 JUN 2003). Rubber removed in SEP 2003. The RWY will receive an AC overlay in 2005, after the construction of the new RWY (Doc No. 04/3/605/2863, 15 JUN 2004).	Chile	JUL/ 2005	
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OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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
COL Colombia											
AGA 39	SAM	RWY strip (Annex 14, Vol. I, Chap. 3)	Colombia, RIO NEGRO/Jose Maria Cordoba Airport	There is available area for RWY strip at 18 end, but not levelled	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Level (construct) runway strip at 18 end "PENDING ACTION PLAN"	Colombia		
AGA 40	SAM	RWY strip (Annex 14, Vol. I, Chap. 3)	Colombia, RIO NEGRO/Jose Maria Cordoba Airport	RWY strip 90 m wide in the direction of the TDZ of 36 end	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Enlarge RWY strip at TDZ of 36 end "PENDING ACTION PLAN"	Colombia		
AGA 41	SAM	RWY strip (Annex 14, Vol. I, Chap. 3)	Colombia, RIO NEGRO/Jose Maria Cordoba Airport	Presence of a trapezoidal elevation (base of 15 m x 3 m and 0.6 m high) of the natural terrain in the direction of the TDZ of the 36 end at the RWY strip	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Remove the natural terrain elevation "PENDING ACTION PLAN"	Colombia		
AGA 42	SAM	RWY end safety area (Annex 14, Vol. I, Chap. 3)	Colombia, RIO NEGRO/Jose Maria Cordoba Airport	There is available area for RESA at 18 end, but not levelled	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Level the RESA area at 18 end or reduce declared distances "PENDING ACTION PLAN"	Colombia		
AGA 43	SAM	RWY end safety area (Annex 14, Vol. I, Chap. 3)	Colombia, RIO NEGRO/Jose Maria Cordoba Airport	There is no available area for stopway, strip and RESA at 36 end	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	A	Reduce declared distances "PENDING ACTION PLAN"	Colombia		
AGA 44	SAM	RVR (Doc 8733, Vol. II, FASID)	Colombia, RIO NEGRO/Jose Maria Cordoba Airport	RVR at both RWY ends are out of service	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	A	Fix thr RVRs at both RWY ends "PENDING ACTION PLAN" ACTION PLAN: In process of acquisition through ICAO (Doc 1003-003H4, 26 JAN 2004, UAEAC, Colombia) Contract underway (Doc 1010-P-291-05, 22 APR 2004, UEAC, Colombia) - to be finished in June 2005	Colombia	JUN/ 2005	
AGA 45	SAM	Obstacles (Annex 14, Vol. I, Chap. 4)	Colombia, RIO NEGRO/Jose Maria Cordoba Airport	RVR at TDZ of 18 end is not frangible. There is a rigid concrete base (0.6 m high)	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Install a frangible structure for the RVR at TDZ of 18 end "PENDING ACTION PLAN" ACTION PLAN: In process of acquisition through ICAO (Doc 1003-003H4, 26 JAN 2004, UAEAC, Colombia) Contract underway (Doc 1010-P-291-05, 22 APR 2004, UEAC, Colombia) - to be finished in June 2005	Colombia	JUN/ 2005	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
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AGA 47 SAM	RWY strip (Annex 14, Vol. I, Chap. 3)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	Strip not levelled near touch down zone of 13R end (South RWY)	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Level the runway strip near the touch down zone of 13R end "PENDING ACTION PLAN" ACTION PLAN: Scheduled for MAR 2005 (AEROCIVIL 2002-1272, 23 NOV 2004)	Colombia	MAR/ 2005	
AGA 48 SAM	RWY end safety area (Annex 14, Vol. I, Chap. 3)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	There is available area for RESA, but not levelled (South RWY)	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Level the RESA area "PENDING ACTION PLAN"	Colombia		
AGA 49 SAM	RWY end safety area (Annex 14, Vol. I, Chap. 3)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	There is no RESA at 13L end (North RWY). The natural terrain presents many irregularities	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Construct RESA at 13L end (North RWY). Level the natural terrain "PENDING ACTION PLAN"	Colombia		
AGA 50 SAM	Obstacles (Annex 14, Vol. I, Chap. 4)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	RVR at TDZ of 13R end is not frangible (South RWY). There is a rigid concrete base (0.6 m high)	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Install a frangible structure for the RVR at TDZ of 13R end "PENDING ACTION PLAN" ACTION PLAN: The structure of the RVR in RWY 13R will be changed (Doc 1003-003H4, 26 JAN 2004, UAEAC, Colombia)	Colombia	NOV/ 2004	
AGA 53 SAM	Obstacles (Annex 14, Vol. I, Chap. 4)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	RVR at TDZ of 13L end is not frangible (North RWY). There is a rigid concrete base (0.3 m high)	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Install a frangible structure for the RVR at TDZ of 13L end "PENDING ACTION PLAN" ACTION PLAN: The structure of the RVR in RWY 13L will be changed (Doc 1003-003H4, 26 JAN 2004, UAEAC, Colombia)	Colombia	NOV/ 2004	
AGA 58 SAM	Stopway zone (Annex 14, Vol. I, Chap. 9)	Colombia, SANTAFE DE BOGOTA/Eldorado Airport	No paved stopway zone at 31R end (North RWY)	JUL/ 2001	Detected during mission conducted by ICAO Secretariat	B	Construct stopway zone "PENDING ACTION PLAN"	Colombia		
AGA 109 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Colombia, RIO NEGRO/José María Cordova	Undulated TDZ of RWY 36	MAY/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	A	Eliminate excess of undulation at TDZ of RWY 36 "PENDING ACTION PLAN"	Colombia		
AGA 112 SAM	RWY strip (Annex 14, Vol. I, Chap. 3)	Colombia, LETICIA/Alfredo Vasquez Cobo	Very uneven RWY strip with garbage and weed grown	MAY/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	B	Clean and level the RWY strip. Remove the weeds "PENDING ACTION PLAN"	Colombia		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 123 SAM	Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap. 9)	Colombia, SAN ANDRES/Sesquicentenario	No emergency rescue boat available	MAY/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	A	Provide rescue boat "PENDING ACTION PLAN" ACTION PLAN: There are 2 rescue boats. There is a proposal to remotorize the boats (Doc 1003-003H4, 26 JAN 2004, UAEAC, Colombia)	Colombia	AUG/ 2005	
AGA 124 SAM	Rescue and Fire Fighting Service and airport emergency plan (Annex 14, Vol. I, Chap. 9)	Colombia, SAN ANDRES/Sesquicentenario	Inadequate location of airport fire station	MAY/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	B	Reallocate airport fire station "PENDING ACTION PLAN" ACTION PLAN: A new fire station will be constructed near the TWR. The design and budget are ready (Doc 1003-003H4, 26 JAN 2004, UAEAC, Colombia)	Colombia	DEC/ 2004	
AGA 287 SAM	Regional ANP (Doc 8733, FASID CAR/SAM - AOP)	COLOMBIA/CARTAGE NA/Rafael Nuñez	There is no TWY for End 36	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action (AGA/03 of its respective Report)	B	Construct TWY for End 36 "PENDING ACTION PLAN"	COLOMBIA/AEROCIVIL		
AGA 289 SAM	Regional ANP (Doc 8733, FASID CAR/SAM - AOP)	COLOMBIA/LETICIA/ Alfredo Vásquez Cobo	RWY 02/20 is only 1880 m long	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/05 of its respective Report)	B	Expand RWY 02/20 to 2400 m as it is recommended by the ANP "PENDING ACTION PLAN"	COLOMBIA/AEROCIVIL		
AGA 294 SAM	Airport Services (Annex 14, Vol. I, Ch. 9 & Doc 9137-AN/898, Parts 8 & 9)	COLOMBIA/AEROCIVIL	The int'l airport inspections are carried out once a day	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/10 of its respective Report)	B	Comply with the minimum recommendations for int'l airport daily inspections "PENDING ACTION PLAN"	COLOMBIA/AEROCIVIL		
AGA 295 SAM	Airport Services (Annex 14, Vol. I, Ch. 9)	COLOMBIA/SANTAFÉ DE BOGOTÁ/Eldorado	Accumulated water in the drainage system (bird attraction) due to the accumulation of soil and vegetation	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/13 of its respective Report)	B	Continuously, maintain and clean the drainage system "PENDING ACTION PLAN"	COLOMBIA/AEROCIVIL		
AGA 296 SAM	Airport Services (Annex 14, Vol. I, Ch. 9)	COLOMBIA/SANTAFÉ DE BOGOTÁ/Eldorado	Very large pavement depression observed at, approximately, 120 m from the RWY 13R threshold	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/14 of its respective Report)	A	Develop studies for evaluating the extension of the depression and its amplitude. Identify causes of the depression and possible solutions. Correct the problem "PENDING ACTION PLAN" ACTION PLAN: It will be corrected from 01-27 MAR 2005 (AEROCIVIL 2002-1272, 23 NOV 2004)	COLOMBIA/AEROCIVIL	MAR/ 2005	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 297 SAM	RWY Strip (Annex 14, Vol. I, Ch. 3)	COLOMBIA/SANTAFÉ DE BOGOTÁ/Eldorado	Big Depression near End 13L and other small depressions on RWY strip	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/15 of its respective Report)	B	Level all the RWY strip areas "PENDING ACTION PLAN"	COLOMBIA/ AEROCIVIL		
AGA 298 SAM	RWY Strip/Equipment and Installations (Annex 14, Vol. I, Chs. 3 & 8)	COLOMBIA/SANTAFÉ DE BOGOTÁ/Eldorado	There are concrete boxes for cables and rigid bases for PAPIs, approximately 20 cm above the ground level.	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/16 of its respective Report)	A	Correct these problems in order to have the concrete boxes for cables and the rigid bases for PAPIs at the ground level "PENDING ACTION PLAN"	COLOMBIA/ AEROCIVIL		
AGA 299 SAM	Emergency Plans (Annex 14, Vol. I, Ch. 8 & Doc 9137-AN/898, Part 7)	COLOMBIA/SANTAFÉ DE BOGOTÁ/Eldorado	The Emergency Operations Centre is not well located. It does not allow a clear view of the movement area and isolated aircraft parking position. Several people in the room can start the phone calls in case of emergency	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/18 of its respective Report)	B	Clearly define who is in charge to trigger the phone calls in the Emergency Operations Centre. A room should be prepared for the COE and only the person on duty, responsible for triggering the phone calls should stay there. The phone number should be big and fixed in front of the operator. A good location should be provided for the COE in order to comply with the ICAO documents requirements "PENDING ACTION PLAN"	COLOMBIA/ AEROCIVIL		
AGA 300 SAM	Obstacles (Annex 14, Vol. I, Ch. 4)	COLOMBIA/SANTAFÉ DE BOGOTÁ/Eldorado	There are trees at, approximately, 30 m from the RWY strip edge	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/19 of its respective Report)	B	Require the monitoring and control of the heights of these trees in order to avoid their interference on the inner transitional surface (If necessary, they must be cut and kept at adequate height) "PENDING ACTION PLAN"	COLOMBIA/ AEROCIVIL		
AGA 449 SAM	Annex 14, Vol. I, Ch. 5	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int'l Airport	Apron horizontal signaling is faded	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/02 of its respective Report)	A	Repaint apron horizontal signaling	AEROCIVIL/ BOGOTA/El Dorado Int'l Airport	2006	
AGA 450 SAM	Annex 14, Vol. I, Ch. 5	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int'l Airport	Señalización vertical de las plataformas/pistas/calles de rodaje necesita ser corregida/ actualizada	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/03 of its respective Report)	A	Update/Complement/ Install vertical signs in aprons/ taxiways/runways	AEROCIVIL/ BOGOTA/El Dorado Int'l Airport	JUL/ 2006	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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1	2	3	4	5	6	7	8	9	10	11
AGA 451 SAM	Annex 14, Vol. I, Ch. 3, Parag. 3.2.4	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int'l Airport	Unevenness between taxiways/runways with shoulders	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/04 of its respective Report)	A	Eliminate unevenness between taxiways /runways and shoulders	AEROCIVIL/BOGOTA/El Dorado Int'l Airport	2006	
AGA 452 SAM	Annex 14, Vol. I, Ch. 3, Par. 3.4.3	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int'l Airport	Grass in the runway strips is cut only in the first 75 m from the runway centerline	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/05 of its respective Report)	B	Cut the grass in the entire runway strip (150 m at each side of the runway centerline)	AEROCIVIL/BOGOTA/El Dorado Int'l Airport	2006	
AGA 453 SAM	Annex 14, Vol. I, Ch. 9	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int'l Airport	Internal access road need maintenance and construction/reconstruction in some parts	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/06 of its respective Report)	A	Maintain and construct/reconstruct internal access road	AEROCIVIL/BOGOTA/El Dorado Int'l Airport	2006	
AGA 457 SAM	Annex 14, Vol. I, Ch. 4	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int'l Airport	Trees entering the takeoff/landing approach surfaces	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/10 of its respective Report)	A	Cut trees	AEROCIVIL/BOGOTA/El Dorado Int'l Airport	MAR/ 2006	
AGA 458 SAM	Annex 14, Vol. I, Ch. 3	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int'l Airport	Rubber built up in excess at touchdown zone of end 13R of RWY 13R/31L	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/11 of its respective Report)	A	Measure friction coefficient and remove excess of rubber built up ACTION PLAN: Submitted to concessionaire (Doc 1010-P-1113.05, 19 Dec 05)	AEROCIVIL/BOGOTA/El Dorado Int'l Airport		
ECU Ecuador										
AGA 126 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Ecuador, QUITO/Mariscal Sucre	RWY poor braking action	MAY/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	A	Evaluate the causes of poor brake action/Eliminate the cause "PENDING ACTION PLAN"	Ecuador		
AGA 305 SAM	Bird Strike (Annex 14, Vol. I, Ch. 9, Enmienda 5)	ECUADOR/DAC	There is no National Bird Strike Committee	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/04 of its respective Report)	A	Create and implement the National Bird Strike Prevention Committee and the Airport Coordinate Committees "PENDING ACTION PLAN" ACTION PLAN: Quito Airport has Airport Coordinating Committee. The National Committee will be implemented in 2006 (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/DAC	2006	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
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AGA 307 SAM	Regional ANP (Doc 8733, FASID CAR/SAM - AOP)	ECUADOR/GUAYAQUIL/Simón Bolívar	There is no precision approach lighting system, Category I for RWY 21	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/06 of its respective Report)	B	Install the precision approach lighting system, Category I for RWY 21 "PENDING ACTION PLAN" ACTION PLAN: There is an operation transition from Guayaquil Foundation and the new concessionaire, TAGSA. DGAC will require the system installation for further aerodrome certification (Doc DGAC-j-025-04, 25 JUN 2004). Airport started studies to construct a tunnel at Benjamin Rosales Ave., which crosses near End 2; the RWY will be extended and visual aids will be implemented in 2007-2008 (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/D AC		
AGA 310 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	ECUADOR/LATACUNGA/Cotopaxi	There is no PAPI for RWY 36, as indicates the Regional ANP	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/09 of its respective Report)	B	Install the PAPI for RWY 36 "PENDING ACTION PLAN" ACTION PLAN: DGAC will carry out studies and project for implementing the PAPI system in 2004 (Doc DGAC-j-025-04, 25 JUN 2004).	ECUADOR/D AC	2004	
AGA 312 SAM	Master Planning (Doc 9184-AN/902, Part 1)	ECUADOR/DAC/Manta	Manta Int'l Airport does not have updated Master Plan	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/12 of its respective Report)	B	Develop/Update Manta Int'l Airport Master Plan "PENDING ACTION PLAN"	ECUADOR/D AC		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 317 SAM	TWY Strip/shoulders(Annex 14, Vol. I, Ch. 3 & Doc 9157-AN/901, Part 1)	ECUADOR/DAC/CORP AQ/QUIPORT/Quito/Mariscal Sucre	TWY strip and shoulder, respectively, 30 m and 3.5 m wide. The aerodrome reference code es 4E	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/17 of its respective Report)	B	Extend the TWY shoulder to 10.5 m wide and publish the limitation of the strip width in the AIP-Ecuador "PENDING ACTION PLAN" ACTION PLAN: DGAC asked QUIPORT to enlarge the TWY strip where physical conditions allow it. The physical limitation will be published in the Aerodrome Manual and in the AIP-Ecuador. In addition, a study is underway for using a traffic light system for controlling ground vehicles during wide body aircraft operation like B-767 (Doc DGAC-j-025-04, 25 JUN 2004). Quiport (operator) is working the final details to correct this deficiency until January 2006 (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/DAC/CORPAQ/QUIPORT	JAN/ 2006	
AGA 318 SAM	Physical Characteristics (Annex 14, Vol. I, Ch. 3)	ECUADOR/DAC/CORP AQ/QUIPORT/Quito/Mariscal Sucre	The distance between the TWY centre line and the RWY centreline is 104 m. For aerodrome reference code 4E, the minimum required is 182.5 m	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/18 of its respective Report)	A	DAC should publish this limitation in the AIP-Ecuador "PENDING ACTION PLAN" ACTION PLAN: DGAC will publish this information in the AIP-Ecuador as soon as QUIPORT carry out a physical characteristics study (Doc DGAC-j-025-04, 25 JUN 2004).	ECUADOR/DAC		
AGA 320 SAM	RWY Strip (Annex 14, Vol. I, Ch. 3)	ECUADOR/DAC/CORP AQ/QUIPORT/Quito/Mariscal Sucre	The RWY strip is less than 75 m wide in some areas near End 17	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/20 of its respective Report)	B	DAC should provide the publication of this limitation in the AIP-Ecuador "PENDING ACTION PLAN" ACTION PLAN: DGAC will publish this informaion in the AIP-Ecuador as soon as the operator (QUIPORT) finish the physical characteristics studies (Doc DGAC-j-025-04, 25 JUN 2004).	ECUADOR/DAC	JAN/ 2006	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 322 SAM	RESA (Annex 14, Vol. I, Ch. 3)	ECUADOR/DAC/CORP AQ/QUIPORT/Quito/Mariscal Sucre	There are no stopways and RESA at both RWY ends. After the RWY threshold of End 35, there is an extension of 167 m of available terrain until the fence	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/22 of its respective Report)	A	DAC should provide the construction of RESA at both RWY ends. The provision of stopway zones is also suggested "PENDING ACTION PLAN" ACTION PLAN: The earth fill and levelling were already started for RWY 17 (Doc DGAC-j-025-04, 25 JUN 2004). Quiport is working to finalize by February 2006 (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/DAC/CORPAQ/QUIPORT	AUG/ 2004	
AGA 326 SAM	Bird Hazards (Annex 14, Vol. I, Ch. 9/Amendment 5 & Doc 9137-AN/898, Part 3)	ECUADOR/DAC/GUAYAIL/Simón Bolívar	There is no National Bird Hazard Committee	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/26 of its respective Report)	A	DAC should create a National Bird Hazard Committee "PENDING ACTION PLAN" ACTION PLAN: The Committee will be implemented in JAN 06 (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/DAC	JAN/ 2006	
AGA 329 SAM	Bird Hazards (Annex 14, Vol. I, Ch. 9, Doc 9137-AN/898, Part 3 & Doc 9184-AN/902, Part 1)	ECUADOR/GUAYAYAIL/Simón Bolívar	Some solid residues are delivered to the network of the served water of Guayaquil.	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/29 of its respective Report)	B	Implement adequate process for collect the solid residues of the airport "PENDING ACTION PLAN" ACTION PLAN: New terminal with these facilities will start working in 27 JUL 06 (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/GUAYAYAIL	JUL/ 2006	
AGA 330 SAM	Emergency (Annex 14, Vol. I, Ch. 9)	ECUADOR/GUAYAYAIL/Simón Bolívar	No disabled aircraft removal plan	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/31 of its respective Report)	B	DAC should develop/implement a disabled aircraft removal plan "PENDING ACTION PLAN" ACTION PLAN: Agreement in process with local company (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/DAC	JUL/ 2006	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 331 SAM	TWY Strip (Annex 14, Vol. I, Ch. 3)	ECUADOR/DAC/GUA YAQUIL/Simón Bolívar	There are two open drainage canals parallel to the parallel TWY to End 21, located respectively 14 m and 27 m from the edge of the TWY shoulder. The aerodrome reference code is 4E. There is water accumulated in these canals as well as in two concrete tubes that cross under the TWYs due to soil accumulated on their bottom. Birds are attracted and many of them fly over the RWY birds	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Actions AGA/32 and AGA/33 of its respective Report)	B	Clean the drainage systems, close canals or relocate them out of the TWY strip. Develop/adopt procedures for maintaining the birds out of the airport "PENDING ACTION PLAN"	ECUADOR/D AC		
AGA 336 SAM	Emergency Access Road/Maintenance (Annex 14, Vol. I, Ch. 3, 8 & 9 & Doc 9137-AN/898, Part 8)	ECUADOR/DAC/GUA YAQUIL/Simón Bolívar	The emergency access road is in bad conditions and it is located 20 m from the RWY edges in some areas of the aerodrome (RWY right side, direction End 03 to End 21)	MAY/ 2003	ICAO Regular Mission (12-14 May 2003, Recommended Action AGA/38 of its respective Report)	B	Relocate and improve emergency access road "PENDING ACTION PLAN" ACTION PLAN: Construction is underway by the operator (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/D AC	MAY/ 2006	
AGA 339 SAM	TWY Shoulders (Annex 14, Vol. I, Ch. 3)	ECUADOR/DAC/GUA YAQUIL/Simón Bolívar	The TWY shoulder is only 7 m wide. The aerodrome reference code is 4E	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/41 of its respective Report)	B	Extend the TWY shoulders to 10.5 m wide "PENDING ACTION PLAN"	ECUADOR/D AC		
GUY Guyana										
AGA 244 SAM	Bird Hazard (Annex 14, Vol. I, Ch. 9.5 and Doc 9137-AN/898)	Guyana/All international aerodromes	There is no National Bird Strike Committee	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Establish a National Committee on Prevention of Bird Hazards "PENDING ACTION PLAN" (Doc GCAA-ICAO/5/312, 20 FEB 2004) ACTION PLAN: Bird Strike Committee to be formulated by SEP 2004 (Doc ICAO/5/3/1, 22 JUN 2004)	Guyana	SEP/ 2004	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 247 SAM	Visual aids (Doc 8733, Vol. II, FASID)	Guyana/TIMEHRI/Chedi Jagan Int'l Airport	No precision approach Category I lighting system at RWY 06, as it is recommended by the Regional ANP	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install precision approach Category I lighting system at RWY 06 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" INFORMATION: CAA says: "Extremely difficult, if not impossible, to install facility due to ravine and swamp in the approach area" (Doc ICAO/5/3/1, 22 JUN 2004)	Guyana	AUG/ 2005	CAA informs: "Extremely difficult, if not impossible, to install approach lighting for RWY 06 due to ravine and swamp in the approach area (Doc ICAO/5/3/1, 22 JUN 2004)
AGA 248 SAM	Visual aids (Doc 8733, Vol. II, FASID)	Guyana/TIMEHRI/Chedi Jagan Int'l Airport	No TWY edge lighting, as it is recommended by the Regional ANP	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install TWY edge lighting and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Procurement for TWY C edge lights in the 2005 budget. TWYs A and B received only reflective markers (Doc ICAO/5/3/1, 22 JUN 2004)	Guyana	AUG/ 2005	
AGA 252 SAM	Emergency/Other services (Annex 14, Vol. I, Ch. 9)	Guyana/TIMEHRI/Chedi Jagan Int'l Airport	No ambulance available at the airport	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide ambulance for the airport "PENDING ACTION PLAN" ACTION PLAN: Approach will be made to the Ministry of Home Affairs/Ministry of Health to have this facility at CJIA (Doc GCAA-ICAO/5/312, 20 FEB 2004). Vehicle ordered (Doc ICAO/5/3/1, 22 JUN 2004)	Guyana	NOV/ 2004	
AGA 255 SAM	Emergency/Other services (Annex 14, Vol. I, Ch. 9.3)	Guyana/TIMEHRI/Chedi Jagan Int'l Airport	No Disabled Aircraft Removal Plan	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	A	Develop a Disabled Aircraft Removal Plan and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: A disabled aircraft removal plan will be prepared and submitted to the GCAA (Doc GCAA-ICAO/5/312, 20 FEB 2004). Asked CJIA to develop Disabled Aircraft Removal Plan (Doc ICAO/5/3/1, 22 JUN 2004)	Guyana	OCT/ 2004	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 256 SAM	Airport development (Doc 9184-AN/902, Part 1)	Guyana/TIMEHRI/Cheddi Jagan Int'l Airport	The airport does not have updated master plan. The preliminary master plan was developed in 1993	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Update master plan and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: The CJIA will take steps to commence the process for acquiring the services of a suitable consultant to prepare an updated Master Plan (Doc GCAA-ICAO/5/312, 20 FEB 2004). Need for Master Plan under review by Government (Doc ICAO/5/3/1, 22 JUN 2004)	Guyana	DEC/ 2004	
AGA 447 SAM	Annex 14, Vol. I, Ch. 9	GUYANA/CAA/SYCJ – TIMEHRI/Cheddi Jagan Int'l	The airport does not have medical doctors. It takes over 25 min for a doctor to arrive at the airport	JUN/ 2005	ICAO regular mission (02/03/JUN/2005, Recommended Action AGA/08 of its respective Report)	A	Provide medical doctors/facilities to the airport PROVIDED INFORMATION: Not practical at this time. Completion date TBD (Doc GCAA/ICAO/5/3/2, 28 SEP 05)	CAA/Airport Operator		
PAN Panama										
AGA 16 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Panama, PANAMA/Tocumen Aerodrome	Poor braking action at RWY 03L/31L		IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997 Fax letter DAC-1039-NA from Panama	A	Evaluate the causes of poor brake action/Eliminate the cause. ACTION TAKEN: Coordination for one project to eliminate the cracks of the runway 13R/21L and pavement surface improvement (US\$ 300,000.00 costs) and another one to rehabilitate runway 13L/21R (US\$ 300,000,000.00 costs)	Panama	2004	
AGA 340 SAM	Emergency Plans (Annex 14, Vol. I, Ch. 9 & Doc 9137-AN/898, Part 7)	PANAMA/DGAC	With exception of Tocumen Int'l Airport, the others do not have updated emergency plan	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/01 of its respective Report)	A	Update the emergency plans for the int'l airports "PENDING ACTION PLAN" ACTION PLAN: Tocumen has elaborated new Emergency Plan (FEB 2004). It will be delivered on 30 JUN 2004. Partial exercise planned for 02 APR 2004 (Doc 134/PAN/03/902).	PANAMA/DGAC		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 341 SAM	RFF (Annex 14, Vol. I, Ch. 9)	PANAMA/DGAC/BOC AS DEL TORO/Bocas del Toro	The airport does not have RFF services. The Regional ANP recommends RFF Category 5	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/02 of its respective Report)	A	Provide the RFF services for this airport "PENDING ACTION PLAN"	PANAMA/DG AC		
AGA 342 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/BOC A DEL TORO/Boca del Toro	There is no PAPI for both Ends (RWY 08/25)	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/04 of its respective Report)	B	Install the PAPIs as it recommends the Regional ANP "PENDING ACTION PLAN"	PANAMA/DG AC		
AGA 343 SAM	RFF (Annex 14, Vol. I, Ch. 9 & Doc 9733, FASID CAR/SAM - AOP)	PANAMA/DGAC/CHA NGUINOLA/Cap. Manuel Niño	The airport does not have RFF services. The Regional ANP recommends RFF Category 5	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/05 of its respective Report)	A	Provide RFF Category 5 according to the Regional ANP "PENDING ACTION PLAN"	PANAMA/DG AC		
AGA 344 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/CHA NQUINOLA/Cap. Manuel Niño	There is no PAPI for RWY 03 as it recommends the Regional ANP	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/07 of its respective Report)	B	Install the PAPI for RWY 03, as recommended by the Regional ANP "PENDING ACTION PLAN"	PANAMA/DG AC		
AGA 345 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/CHA NGUINOLA/Cap. Manuel Niño	The RWY marking aids need to be repainted	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/08 of its respective Report)	A	Repaint the RWY marking aids "PENDING ACTION PLAN"	PANAMA/DG AC	DEC/ 2003	
AGA 346 SAM	RFF (Annex 14, Vol. I, Ch. 9 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/DAVID/Enrique Malek	The airport does not have RFF services. The Regional ANP recommends RFF Category 5	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/09 of its respective Report)	A	Provide RFF services Category 5 for this airport according to the Regional ANP "PENDING ACTION PLAN"	PANAMA/DG AC		
AGA 348 SAM	ANP (Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/Tocumen	According to the Regional ANP, RWY 21L should be NPA type and it should have simple approach lighting system. Currently, the RWY is NINST and it does not have simple approach lighting system	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/13 of its respective Report)	B	Provide NPA type RWY and simple approach lighting system for RWY 21L according to the Regional ANP "PENDING ACTION PLAN" ACTION PLAN: 400 m expansion of RWY 04D scheduled for JUN 2005. Installation of Simple Approach Lighting System scheduled for JAN 2006, RWY 21 (Doc 134/PAN/03/902)	PANAMA/DG AC	JAN/ 2006	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 349 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/Tocumen	There is no PAPI for RWY 21L, as it recommends the Regional ANP	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/14 of its respective Report)	B	Install PAPI for RWY 21L, according to the recommendation of the Regional ANP "PENDING ACTION PLAN" ACTION PLAN: Scheduled to be installed in JUN 2004 (Doc 134/PAN/03/902).	PANAMA/DG AC	JUN/ 2004	
AGA 350 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/Tocumen	There is no PAPI for RWY 21R, as it recommends the Regional ANP	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/16 of its respective Report)	B	Install PAPI for RWY 21R, according to the recommendation of the ANP "PENDING ACTION PLAN" ACTION PLAN: To be installed in 2006 (Doc 134/PAN/03/902).	PANAMA/DG AC	2006	
AGA 351 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM -AOP)	PANAMA/DGAC/Tocumen	There is no RWY side stripe marking, as it recommends the Regional ANP	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/17 of its respective Report)	B	Paint the RWY side stripe marking according to the recommendation of the Regional ANP "PENDING ACTION PLAN" ACTION PLAN: A new AC layer will be constructed in 2004 (Doc 134/PAN/03/902).	PANAMA/DG AC	2004	
AGA 352 SAM	Master Planning (Doc 9184-AN/902, Part 1)	PANAMA/DGAC	The master plans for Colon Airport and Tocumen Int'l Airport are, respectively, updated and non-updated. The other airports do not have master plans	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/18 of its respective Report)	B	Update the Master Plan of Tocumen Int'l Airport. Develop master plans for the other airports "PENDING ACTION PLAN" ACTION PLAN: Tocumen S.A. solicited ICAO to contract IATA for developing a Master Plan. In contracting process. Delivery scheduled for MAR 2005 (Doc 134/PAN/03/902).	PANAMA/DG AC	MAR/ 2005	
AGA 353 SAM	Emergency (Annex 14, Vol. I, Ch. 9)	PANAMA/DGAC	There are no plans for removal of disabled aircraft at the airports. For Tocumen, the disabled aircraft removal plan is under the airlines responsibility	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/19 of its respective Report)	B	Develop disabled aircraft removal plans for the international airports "PENDING ACTION PLAN" ACTION PLAN: Tocumen S.A. has initiated alternative studies for the solution of aircraft removal plan, Tocumen will have an aircraft removal plan in JUL 2004 (Doc 134/PAN/03/902).	PANAMA/DG AC	JUL/ 2004	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 354 SAM	FOD/Mantenimiento (Annex 14, Vol. I, Ch. 9 & Doc 9137-AN/898, Parts 8 & 9)	PANAMA/DGAC	There are no mechanical sweepers at the international airports and no special attention is given to FOD	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/21 of its respective Report)	A	Comply with the ICAO recommendations in terms of daily inspections, cleaning the surfaces, etc "PENDING ACTION PLAN"	PANAMA/DG AC		
AGA 355 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5)	PANAMA/DGAC/Tocumen	The marking aids of RWY 03L/21R are faded	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/22 of its respective Report)	A	Provide the painting of the RWY marking aids "PENDING ACTION PLAN" ACTION PLAN: Touchdown zone painted. General painting in the rehabilitation project. Starts in JUN 2004, ends MAY 2005 (Doc 134/PAN/03/902).	PANAMA/DG AC	MAY/ 2005	
AGA 356 SAM	Obstacles (Annex 14, Vol. I, Ch. 4 & 8)	PANAMA/DGAC/Tocumen	There is an open drainage canal, approximately, 150 m beyond the threshold of End 03L. This canal is dangerous for any aircraft that is landing or taking off (overrunning the RWY)	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/23 of its respective Report)	B	Provide a covering for the canal or its relocation outside the RWY operational area "PENDING ACTION PLAN" ACTION PLAN: Covering will be started in JUN 2004, ends FEB 2005 (Doc 134/PAN/03/902).	PANAMA/DG AC	FEB/ 2005	
AGA 357 SAM	RWY Strip/Bird Harzards (Annex 14, Vol. I, Ch. 3 & 9, Amendment 5 to Annex 14)	PANAMA/DGAC/Tocumen	There is a depression near End 03/R and other parts of the RWY strip are also unlevelled. The grass is as high as 1.5 m in some areas. This is a good environment for birds	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/24 of its respective Report)	A	Level the RWY strip. Maintain the gras at adequate height "PENDING ACTION PLAN" ACTION PLAN: Levelling of the RWY strip is included in a project to be started in JUN 2004 and finished in FEB 2005. Gras was cut. New equipment for cutting grass will be bought until DEC 2004 (Doc 134/PAN/03/902).	PANAMA/DG AC	FEB/ 2005	
AGA 358 SAM	Drainage (Annex 14, Vol. I, Ch. 9 & Doc 9137-AN/898, Part 9)	PANAMA/DGAC/Tocumen	There is a drainage canal in the RWY strip and the drainage system needs better maintenance	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/25 of its respective Report)	B	Clean and maintain the drainage system, keeping it free of accumulated water "PENDING ACTION PLAN" ACTION PLAN: The cleaning and maintenance of the drainage system will be done from JUN 2004 to FEB 2005 (Doc 134/PAN/03/902).	PANAMA/DG AC	FEB/ 2005	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 359 SAM	Obstacles (Annex 14, Vol. I, Ch. 3 & 8)	PANAMA/DGAC/Tocumen	There is an installation (small construction) on the RWY strip, which is frangible but its base is rigid and it is approximately 30 cm high. In addition, the antenna towers are not frangible. The same problem occurs with the ILS localizer, which is frangible but its base is rigid and approximately 30 cm high	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/26 of its respective Report)	B	Correct these problems, lowering down the rigid bases up to the terrain surface and transform the rigid structures in frangible structures. "PENDING ACTION PLAN" ACTION PLAN: Included in the PROJECT 3. Starts in JUN 2004, ends FEB 2005 (Doc 134/PAN/03/902).	PANAMA/DG AC	FEB/ 2005	
AGA 360 SAM	RESA (Annex 14, Vol. I, Ch. 3)	PANAMA/DGAC/Tocumen	RWY 21L has stop way zone and 260 m of unlevelled terrain that can work as RESA	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/27 of its respective Report)	B	Level the area beyond the stop way for working as RESA "PENDING ACTION PLAN" ACTION PLAN: Included in Project 3. Starts in JUN 2004, ends FEB 2005 (Doc 134/PAN/03/902).	PANAMA/DG AC	FEB/ 2005	
AGA 361 SAM	Emergency Access Road (Annex 14, Vol. I, Ch. 3, 8 & 9)	PANAMA/DGAC/Tocumen	There are no emergency access roads. This aspect becomes very important and dangerous because there is no way to arrive at the approaches areas of both RWY Ends	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/28 of its respective Report)	A	Construct emergency access roads "PENDING ACTION PLAN" ACTION PLAN: Included in Project 3. Starts in JUN 2004, ends FEB 2005 (Doc 134/PAN/03/902).	PANAMA/DG AC	FEB/ 2005	
AGA 362 SAM	TWY Strip (Annex 14, Vol. I, Ch. 3 & Doc 9157-AN/901, Part 2)	PANAMA/DGAC	The TWY shoulders are 5 m wide. The aerodrome reference code is 4E	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/29 of its respective Report)	B	Enlarge the TWY shoulders to 10.5 m wide "PENDING ACTION PLAN" ACTION PLAN: Included in the Project 3. Starts JUN 2004, ends FEB 2005 (Doc 134/PAN/03/902).	PANAMA/DG AC	FEB/ 2005	
AGA 363 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5)	PANAMA/DGAC/Tocumen	There are some markings on the RWY surface in yellow colour and not in accordance to ICAO SARPs	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/30 of its respective Report)	A	Paint the RWY surface markings according to Chapter 5 of Annex 14, Volume I "PENDING ACTION PLAN" ACTION PLAN: Changed marking color from yellow to white for RWY 03R/21L in FEB 2004. RWY 03L/21R painting was requested (Doc 134/PAN/03/902).	PANAMA/DG AC	AUG/ 2005	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 364 SAM	Emergency/COE (Annex 14, Vol. I, Ch. 9)	PANAMA/DGAC/Tocumen	The airport operations centre (COE) is not well located because it does not provide a clear view of the movement area and isolated aircraft parking position. Several people, in one room, can trigger the phone calls in case of emergency	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/31 of its respective Report)	A	Clearly define who is in charge to trigger the phone calls in the Emergency Operations Centre. A room should be prepared for the COE and only the person on duty, responsible for triggering the phone calls in case of emergency, should stay there. The telephone numbers should be exposed in big numbers, in order of priority, in front of the operator. Good location should be provided for the COE "PENDING ACTION PLAN" ACTION PLAN: Tocumen's personnel visited Santiago and Quito for knowing their installations. Design for constructing of new installations for COE. Starts in JUN 2004, ends DEC 2005 (Doc 134/PAN/03/902).	PANAMA/DG AC	DEC/ 2005	
AGA 369 SAM	FOD/Bird Hazards (Annex 14, Vol. I, Ch. 9, Amendment 5 to Annex 14 & Doc 9137-AN/898, Parts 8 & 9)	PANAMA/DGAC/Tocumen	FOD was found at the aprons surface, such as: papers, plastic, metals, coarse and fine aggregates, etc. In addition, birds were getting food (rest of food from the aircraft) from the deposits of FOD	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/36 of its respective Report)	A	Maintain the pavement surfaces free of FOD, carrying out daily inspections according to ICAO recommendations. Rests of food should not be kept in the deposits, which should be covered "PENDING ACTION PLAN" ACTION PLAN: Budget for acquisition of a mechanical sweeper and new recipients with covering for rest of food was approved. Scheduled for AUG 2004 (Doc 134/PAN/03/902).	PANAMA/DG AC	AUG/ 2004	
AGA 463 SAM	Annex 14, Vol. I, Ch. 9	PANAMA/DGAC	The National Bird/Wildlife Hazard Prevention Committee is not active	APR/ 2006	ICAO regular mission (26-28/APR/06, New Recommended Action AGA/02 of its respective Report)	A	Reactivate the National Bird/Wildlife Hazard Prevention Committee	PANAMA/DG AC		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 464 SAM Doc 8733, Vol. II, FASID		PANAMA/DGAC/BOC AS DEL TORO	ANP requires ATR 72 as critical aircraft; 21 ton maximum load. Only small aircraft are allowed to operate with maximum load of 26,499 lb	MAY/ 2003	ICAO regular mission (19-20 MAY/03, Recommended Action AGA/03 of its respective Report)	B	Officially solicit the SAM Office to update the ANP	PANAMA/DG AC		
AGA 465 SAM Doc 8733, Vol. II, FASID		PANAMA/DGAC/CHA NGUINOLA	ANP requires ATR 72 as critical aircraft; 21 ton maximum load, Only small aircraft are allowed to operate with maximum load of 47,740 lb	MAY/ 2003	ICAO regular mission (19-20 MAY/03, Recommended Action AGA/06 of its respective Report)	B	Officially solicit the SAM Office to update the ANP	PANAMA/DG AC/CHANGU INOLA		
AGA 466 SAM Doc 8733, Vol. II, FASID		PANAMA/DGAC/DAVID/Enrique Malek	ANP requires reference code 3C; Rwy is 2050 m long; 21 ton maximum load; critical aircraft: ATR72. Rwy is 2100 m long and allowable load is 209,625 lb	MAY/ 2003	ICAO regular mission (19-20 MAY/03, Recommended Action AGA/10 of its respective Report)	B	Officially solicit the SAM Office to update the ANP	PANAMA/DG AC/DAVID/Enrique Malek		
AGA 467 SAM Doc 8733, Vol. II, FASID		PANAMA/DGAC/Marcos A. Gelabert	ANP requires Rwy 1790 long; without parallel Twy to End 18; edge twy lights. Rwy is 1800 m long; there is parallel twy to End 18 and lights at twys intersections.	MAY/ 2003	ICAO regular mission (19-20 MAY/03, Recommended Action AGA/11 of its respective Report)	B	Officially solicit the SAM Office to update the ANP	PANAMA/DG AC/Marcos A. Gelabert		
AGA 468 SAM Doc 8733, Vol. II, FASID		PANAMA/DGAC/TOCUMEN S.A.	ANP requires rwy 03L/21R 2600 m long. It is 2682 m long	MAY/ 2003	ICAO regular mission (19-20 MAY/03, Recommended Action AGA/15 of its respective Report)	B	Officially solicit the SAM Office to update the ANP	PANAMA/DG AC/TOCUMEN S.A.		
AGA 469 SAM Annex 14, Vol. I, Ch. 8		PANAMA/DGAC	The int'l airports have perimeter fences but they are unprotected against vandalism	MAY/ 2003	ICAO regular mission (19-20 MAY/03, Recommended Action AGA/20 of its respective Report)	A	Provide perimeter fences and respective protection against vandalism for int'l airports	PANAMA/DG AC		
PER Peru										
AGA 379 SAM Doc 8733, FASID CAR/SAM – AOP		PERU/DGAC/LAP/Jorge Chávez	No simple approach lighting system for RWY 33	MAY/ 2004	ICAO regular mission (17-18 MAY 2004, Recommended Action AGA/10 of its respective Report)	B	Install simple approach lighting system for RWY 33 "PENDING ACTION PLAN"	LAP		
AGA 380 SAM Doc 8733, FASID CAR/SAM – AOP		PERU/DGAC/CORPAC/ Pisco	RFF CAT 7	MAY/ 2004	ICAO regular mission (17-18 MAY 2004, Recommended Action AGA/11 of its respective Report)	A	Upgrade RFF to CAT 9 "PENDING ACTION PLAN"	DGAC/CORP AC		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 381 SAM	Doc 8733, FASID CAR/SAM – AOP	PERU/DGAC/CORPAC/ Pisco	No PAPI for RWY 04	MAY/ 2004	ICAO regular mission (17-18 MAY 2004, Recommended Action AGA/13 of its respective Report)	B	Install PAPI for RWY 04 "PENDING ACTION PLAN"	DGAC/CORP AC		
PRY Paraguay										
AGA 60 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	Runway heavily distressed functionally and structurally	JUL/ 2001	Detected during mission conducted by ICAO Secretariat Planned for 2003, fax letter dated 22 NOV 2002 from Paraguay	A	Run functional and structural evaluation. Correct distress and rehabilitate pavement as indicated by the structural evaluation "PENDING ACTION PLAN"	Paraguay	2003	
AGA 61 SAM	Friction characteristics of runway surface (Annex 14, Vol. I, Chaps. 2, 3, 9)	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	No friction characteristics measured and reported of pilots	SEP/ 2001	Detected during mission conducted by ICAO Secretariat Planned for 2003, fax letter 22 NOV 2002 from Paraguay	B	Periodically measure the coefficient of the friction of the runway and report the friction characteristics for the pilots. ACTION TAKEN: Program for training personnel, Contact with Brazil for technical cooperation and contacts with two universities in Asunción	Paraguay	2003	
AGA 62 SAM	Runway shoulder (Annex 14, Vol. I, Chap. 3)	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	Runway shoulder 4m wide	SEP/ 2001	Detected during mission conducted by ICAO Secretariat Planned for 2003, fax 22 NOV 2002 from Paraguay	B	Enlarge the width of the runway shoulders to 7.5 m. ACTION TAKEN: Studies and project are under development	Paraguay	2003	
AGA 63 SAM	Runway strip (Annex 14, Vol. I, Chap. 3)	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	Runway strip unlevelled and narrow	SEP/ 2001	Detected during mission conducted by ICAO Secretariat Planned for 2003, fax letter 22 NOV 2002 from Paraguay	B	Level and enlarge the RWY strip to 150 m wide on each side of the runway centre line. ACTION TAKEN: Depend upon availability of resources	Paraguay	2003	Lack of financial resources
AGA 65 SAM	Rescue and Fire Fighting Service (Annex 14, Vol. I, Chap. 9)	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	Access near the fire station to the runway is not straightforward	SEP/ 2001	Detected during mission conducted by ICAO Secretariat Planned for 2003, fax letter 22 NOV 2002 from Paraguay	B	Construct straightforward access near the fire station. ACTION TAKEN: There is a design in final phase for constructing a rapid exit to the runway and the reallocation of the RFF to the north sector of the apron in accordance with the Master Plan of the airport.	Paraguay	2003	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 66 SAM	Control tower (Doc 9184, Part 1)	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	There are four concrete columns inside the control tower interfering in the visibility of the controllers	SEP/ 2001	Detected during mission conducted by ICAO Secretariat Planned for 2003, fax letter 22 NOV 2002 from Paraguay	B	Construct one control room one floor up if the construction has the required strength to do so. ACTION TAKEN: Studies are being conducted in order to analyze the options to construct one floor up for the control room	Paraguay	2003	
AGA 269 SAM	Bird Strike (Amendment 5, Annex 14, vol. I)	Paraguay/DINAC	There are no National Bird Hazard Committee and Airport Coordination Committees	MAR/ 2004	ICAO Regular Mission (07/08 AUG 2003 - Recommended Action AGA/01 of its respective Report)	A	Create National Bird Hazard Committee and Airport Coordination Committees "PENDING ACTION PLAN" *(Doc P/DINAC No. 695/2004, 24 JUN 2004)	DINAC	DEC/ 2004	
AGA 270 SAM	Emergency Plans (Annex 14, Vol. I, Cap. 9 & Doc 9137-AN/898)	Paraguay/DINAC	Emergency Plans are not updated	MAR/ 2004	ICAO Regular Mission (07/08 AUG 2003 - Recommended Action AGA/02 of its respective Report)	A	Update Emergency Plans "PENDING ACTION PLAN" *(Doc P/DINAC No. 695/2004, 24 JUN 2004)	DINAC	DEC/ 2004	
AGA 271 SAM	Aerodrome Certification (Annex 14, Vol. I, Sec. 1.3, Doc 9774)	Paraguay/DINAC	There is no basic documentation for aerodrome certification	MAR/ 2004	ICAO Regular Mission (07/08 AUG 2003 - Recommended Action AGA/03 of its respective Report)	A	Prepare basic documentation for aerodrome certification and start certification process "PENDING ACTION PLAN" *(Doc P/DINAC No. 695/2004, 24 JUN 2004)	DINAC	DEC/ 2004	
AGA 272 SAM	Doc 8733, FASID CAR/SAM - AOP	Paraguay/SGAS - ASUNCIÓN / Aeropuerto Int'l Silvio Pettirossi	The information on aerodrome reference code, critical aircraft and all-up mass are not consistent	MAR/ 2004	ICAO Regular Mission (07/08 AUG 2003, Recommended Action AGA/04 of its respective Report)	B	Send correct information and solicit the SAM Office to take the necessary steps "PENDING ACTION PLAN" *(Doc P/DINAC No. 695/2004, 24 JUN 2004)	DINAC	DEC/ 2004	
AGA 273 SAM	Emergency (Annex 14, Vol. I, Sec. 9.3 & Doc 9173, Part 5)	Paraguay/DINAC	There are no disabled aircraft removal plans	MAR/ 2004	ICAO Regular Mission (07/08 AUG 2003, Recommended Action AG/09 of its respective Report)	A	Develop disabled aircraft removal plans "PENDING ACTION PLAN" *(Doc P/DINAC No. 695/2004, 24 JUN 2004)	DINAC	DEC/ 2004	
AGA 274 SAM	Emergency (Annex 14, Vol. I, Sec. 9.1)	Paraguay/SGAS - ASUNCIÓN/Aeropuerto Int'l Silvio Pettirossi	The COE is not well structured. There is no responsible for trigger it in case of emergency	MAR/ 2004	ICAO Regular Mission (07/08 AUG 2003, Recommended Action AGA/10 of its respective Report)	A	Re-structure the COE. Keep responsible for trigger it in case of emergency "PENDING ACTION PLAN" *(Doc P/DINAC No. 695/2004, 24 JUN 2004)	DINAC	DEC/ 2004	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 275 SAM	RWY Strip (Annex 14, Vol. I, Sec. 3.3 and 8.7 & Cap. 8 of its Appendix)	Paraguay/SGAS - ASUNCIÓN/Aeropuerto Int'l Silvio Pettirossi	Rigid bases for the ILS localizer antennae	MAR/ 2004	ICAO Regular Misión (07/08 AUG 2003, Recommended Action AGA/11 of its respective Report)	A	Eliminate rigid bases and provide frangible entire set "PENDING ACTION PLAN" *(Doc P/DINAC No. 695/2004, 24 JUN 2004)	DINAC	DEC/ 2004	
SUR Suriname										
AGA 230 SAM	Bird Hazard (Annex 14, Vol. I, Ch. 9.5 and its Amendment No. 5, Doc 9137-AN/898, Part 3 and Doc 9332)	Suriname/All aerodromes	There is no Bird Strike Committee	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	A	Establish a National Committee on Prevention of Bird Hazards "PENDING ACTION PLAN"	Suriname		
AGA 232 SAM	Visual aids (Doc 8733, Vol. II, FASID)	Suriname/NICKERIE/Maj. Fernandes Aerodrome	There are no PAPIs in both RWYs, as they were recommended by the Regional ANP	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install PAPIs in both RWYs and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname		
AGA 233 SAM	Visual aids (Doc 8733, Vol. II, FASID)	Suriname/NICKERIE/Maj. Fernandes Aerodrome	No RWY side stripe marking, as it is recommended by the Regional ANP	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RWY side stripe marking and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname		
AGA 234 SAM	Visual aids (Doc 8733, Vol. II, FASID)	Suriname/PARAMARIB O/Zorg en Hoop Aerodrome	No PAPIs in both RWYs, as they were recommended by the Regional ANP	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install PAPIs in both RWYs and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname		
AGA 241 SAM	Physical characteristics/Object on RWY Strip (Annex 14, Vol. I, Ch. 3.3 and its Attach. A, Par. 8.2)	Suriname/Johan Adolf Pengel Aerodrome	Presence of a concrete box 130 cm long, 120 cm wide and 30 cm high at each side of the End 11 threshold	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Attend Paragraph 3.3 of Annex 14, Vol. I and Paragraph 8.2 of its Attachment A and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname		
AGA 242 SAM	Physical characteristics/Object in RWY strip (Annex 14, Vol. I, Ch. 3.3 and its Attach. A, Par. 8.2)	Suriname/ZANDERY/Johan Adolf Pengel Aerodrome	Presence of a concrete box 200 cm long, 60 cm wide and 20 cm high at 15 m laterally away from End 11. This box is a rigid base for a frangible vertical sign	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Attend Paragraphs 3.3 and 8.7 of Annex 14, Vol. I and Paragraph 8.2 of its Attachment A and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname		
AGA 243 SAM	Emergency/Other services (Annex 14, Vol. I, Ch. 9.3)	Suriname/ZANDERY/Johan Adolf Pengel Aerodrome	There is no Disabled Aircraft Removal Plan	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Develop a Disabled Aircraft Removal Plan and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
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AGA 430 SAM	Annex 14, Vol. I, Ch. 1 & Doc 9774	SURINAME/CAA	No basic documentation published for aerodrome certification	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/02 of its respective Report)	B	Prepare and publish basic documentation for aerodrome certification	CAA		
AGA 431 SAM	Annex 14, Vol. I, Ch. 9 & Doc 9773, Part 5	SURINAME/CAA	No disabled aircraft removal plan for int'l airports	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/03 of its respective Report)	B	Provide disabled aircraft removal plans for int'l airports	CAA		
AGA 432 SAM	Doc 8733 FASID CAR/SAM - AOP	SURINAME/SMNI – NEW/NICKERIE/Maj. Fernandes	RWY Reference Code 1A in the ANP, instead of 1B	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/04 of its respective Report)	B	Request Amendment to correct ANP	CAA		
AGA 433 SAM	Doc 8733 FASID CAR/SAM - AOP	SURINAME/SMNI – NEW/NICKERIE/Maj. Fernandes	ANP requires TWY centerline & holding position marking	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/05 of its respective Report)	B	Request Amendment to correct ANP	CAA		
AGA 434 SAM	Doc 8733, FASID CAR/SAM – AOP	SURINAME/SMZO – PARAMARIBO/Zorg en Hoop	RWY Reference Code 1A in the ANP, instead of 1B	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/06 of its respective Report)	B	Request Amendment to correct ANP	CAA		
AGA 435 SAM	Doc 8733, FASID CAR/SAM – AOP	SURINAME/SMZO – PARAMARIBO/Zorg en Hoop	No RWY designation marking at RWY 29 (ANP requirement)	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/07 of its respective Report)	A	Provide designation marking for RWY 29, according to ANP	CAA		
AGA 436 SAM	Doc 8733, FASID CAR/SAM – AOP	SURINAME/SMUP – ZANDERLY/Johan Adolf Pengel Int'l	No precision approach lighting system for RWY 11 (ANP requirement)	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/08 of its respective Report)	B	Install precision approach lighting system for RWY 11, according to ANP	CAA/Airport Operator		
AGA 437 SAM	Annex 14, Vol. I, Chs. 3 & 4	SURINAME/SMUP – ZANDERLY/Johan Adolf Pengel Int'l	RWY strip does not have adequate width at RWY North side (canal, ground elevation and fence on the strip)	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/09 of its respective Report)	B	Eliminate obstacles & provide RWY strip 150 m wide	CAA/Airport Operator		
AGA 438 SAM	Annex 14, Vol. I, Ch. 4	SURINAME/SMUP – ZANDERLY/Johan Adolf Pengel Int'l	Trees penetrating the transitional surface, at North side of the runway	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/10 of its respective Report)	A	Cut the trees leaving the transitional surface free of obstacle, at North side of the runway	CAA/ Airport Operator		
AGA 439 SAM	Annex 14, Vol. I, Ch. 1 & Doc 9774	SURINAME/SMUP – ZANDERLY/Johan Adolf Pengel Int'l	The aerodrome is not certified yet according to Doc 9774	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/11 of its respective Report)	B	The airport need to be certified according to Doc 9774	CAA/Airport Operator		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
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URY Uruguay										
AGA 259 SAM	Visual Aids (Doc 8733, FASID CAR/SAM - AOP)	Uruguay/SUCA-COLONIA/Colonia Int'l	There is no PAPI installed for RWY 12	MAR/ 2004	ICAO Regular Mission (05/06 AUG 2003 - Recommended Action AGA/04 of its respective Report)	A	Install PAPI for RWY 12 "PENDING ACTION PLAN" ACTION PLAN: There are obstacles at the approach to RWY 12. A GPS-NPA approach procedure to be synchronized with the PAPIs is being designed (Fax 075/04, 21 SEP 2004, from DINACIA)	Uruguay/DINACIA		
AGA 265 SAM	Visual Aids (Doc 8733, FASID CAR/SAM - AOP)	Uruguay/SUMU-MONTEVIDEO/Carrasco Int'l Gral. Cesáreo L. Benisso	Simple approach lighting system not installed for RWY 06	MAR/ 2004	ICAO Regular Mission (05/06 AUG 2003 - Recommended Action AGA/16 of its respective Report)	A	Install the simple approach lighting system for RWY 06 "PENDING ACTION PLAN" ACTION PLAN: To be installed in 2005/2006 (Fax 075/04, 21 SEP 2004, from DINACIA)	DINACIA	2006	
AGA 266 SAM	Emergency (Annex 14, Vol. I, Ch. 9 & Doc 9173, Part 5)	Uruguay/DINACIA/All int'l airports	There are no disabled aircraft removal plans for int'l airports	MAR/ 2004	ICAO Regular Mission (05/06 AUG 2003 - Recommended Action AGA/35 of its respective Report)	B	Prepare disabled aircraft removal plans for the int'l airports "PENDING ACTION PLAN"	DINACIA		
AGA 267 SAM	Physical Characteristics (Annex 14, Vol. I, Ch. 3)	Uruguay/SUMU-MONTEVIDEO/Carrasco Int'l Gral. Cesáreo L. Benisso	The TWY does not have strips	MAR/ 2004	ICAO Regular Mission (05/06 AUG 2003 - Recommended Action AGA/36 of its respective Report)	B	Construct TWY strips "PENDING ACTION PLAN" ACTION PLAN: Construction scheduled for 2005/2006 (Fax 075/04, 21 SEP 2004, from DINACIA)	DINACIA	2006	
AGA 268 SAM	Equipment and Installations (Annex 14, Vol. I, Section 8.7 & Cap. 8 of its Appendix A)	Uruguay/SUMU-MONTEVIDEO/Carrasco Int'l Gral. Cesáreo L. Benisso	Frangible tower installed over rigid base on RWY strip (West side of RWY 19)	MAR/ 2004	ICAO Regular Mission (05/06 AUG 2003 - Recommended Action AGA/37 of its respective Report)	B	Provide frangible base for the tower "PENDING ACTION PLAN"	DINACIA		
VEN Venezuela										
AGA 17 SAM	Radio aids (Annex 14, Vol. I, Chap. 5 and Doc 8733, Vol. II, FASID)	Venezuela, MARACAIBO/La Chinita Aerodrome	ILS inoperative, the ILS Outer Marker is not provided		IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	A	Activate and implement the facilities "PENDING ACTION PLAN" ACTION PLAN: Scheduled correction starting JUN07 (IP/31-GREPECAS-14/16-20 APR07)	Venezuela	JUN/ 2007	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 76 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, CARACAS/Maiquetia Aerodrome	Apron with cracks, potholes, rutting, vegetation growth and raveling		IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	B	Begin immediate planning for apron rehabilitation "PENDING ACTION PLAN" ACTION PLAN: Repairs are underway (IP/31-GREPECAS-14/16-20 APR07)	Venezuela	AUG/ 2007	
AGA 77 SAM	Apron surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, BARCELONA, Barcelona Intl. Airport	Slabs with spalling, corner cracks and most of the joints with deficient sealing in runway 33		IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	B	Repair the slabs at the beginning "PENDING ACTION PLAN" ACTION PLAN: There is a plan to rehabilitate this area on NOV07 (IP/31-GREPECAS-14/16-20 APR07)	Venezuela	2008	
AGA 78 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, VALENCIA, Valencia Intl. Airport	Premature asphalt runway surface deterioration due to marking painting		IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	B	Remove painting. Repair damaged area. Repaint marks with water emulsion base paint "PENDING ACTION PLAN" ACTION PLAN: Scheduled starting runway overlay in OCT07 (IP/31-GREPECAS-14/16-20 APR07)	Venezuela	DEC/ 2007	
AGA 79 SAM	TWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, MARGARITA, Margarita Intl. Airport	Parallel taxiway pavement presents unsealed cracks, with some vegetation growth		IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	B	Do maintenance for the parallel taxiway "PENDING ACTION PLAN"	Venezuela		
AGA 84 SAM	Visual aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP)	Venezuela, VALENCIA/Valencia Intl. Airport	The parking stands do not contain apron safety lines		IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	A	Paint the apron safety lines "PENDING ACTION PLAN"	Venezuela		
AGA 90 SAM	Fencing (Annex 14, Vol. I, Chap. 8.4)	Venezuela, VALENCIA, Valencia Intl. Airport	Opening and/or damaged fencing along the airport perimeter		IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	A	Correct the areas where the fencing is missing/damaged "PENDING ACTION PLAN" ACTION PLAN: Correction started in FEB07 and there is a continuous checking-up (Ip/31-GREPECAS-14/16-20 ApR07)	Venezuela	DEC/ 2007	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 97 SAM	Bird Strike Hazard (Annex 14, Vol. I, Chap.9.5)	Venezuela, MARGARITA, Margarita Intl. Airport	Birds were observed within the perimeter of the airport		IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	A	Create a National Bird Strike Committee and establish a wild life program "PENDING ACTION PLAN" ACTION PLAN: National Committee scheduled to be created during the 2nd semester 2007 (IP/31-GREPECAS-14/16-20 APR07)	Venezuela	DEC/ 2007	
AGA 127 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, MARACAIBO/La Chinita	RWY 09 requires grooving on first 1000 m	MAY/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	B	Correct the problem, evaluating different alternatives "PENDING ACTION PLAN" ACTION PLAN: Scheduled overlay beginning in OCT07 (IP/31-GREPECAS-14/16-20 APR07)	Venezuela	DEC/ 2007	
AGA 128 SAM	Apron Physical and Surface Characteristics (Annex 14, Vol. I, Chap. 3, 9, Doc 9476, Doc 9157 - Part 2)	Venezuela, BARCELONA/Barcelona Intl. Airport	Apron inadequate for number of aircraft	MAY/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	A	Adequate/manage apron for accommodate number of aircraft "PENDING ACTION PLAN" ACTION PLAN: There is a plan do enlarge the apron area, starting from June 2007 (IP/31-GREPECAS-14/16-20 ABR07)	Venezuela		
AGA 129 SAM	Apron Physical and Surface Characteristics (Annex 14, Vol. I, Chap. 3, 9, Doc 9476, Doc 9157 - Part 2)	Venezuela, MAIQUETIA/Simon Bolivar	Apron surface very uneven	MAY/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	B	Evaluate the causes of unevenness and fix it "PENDING ACTION PLAN"	Venezuela		
AGA 130 SAM	Visual aids (Annex 14, Vol. I, Chap. 5)	Venezuela, MAIQUETIA/Simon Bolivar	No VASIS or PAPI on RWY 27	MAY/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	A	Provide PAPI at RWY 27 "PENDING ACTION PLAN"	Venezuela		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 390 SAM	Annex 14, Vol. I, Ch. 9	VENEZUELA/INAC	No Bird/Wildlife Hazard Prevention Committee	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/02 of its respective Report)	A	Create a National Bird/Wildlife Hazard Prevention Committee "PENDING ACTION PLAN" ACTION PLAN: Scheduled implementation between 01 MAR and 31 DEC 05 (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05). Rescheduled for JUN 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	JUN/ 2007	
AGA 391 SAM	Annex 14, Vol. I, Attach. A	VENEZUELA/INAC	No adequate equipment for friction coefficient measurements	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/03 of its respective Report)	A	Acquire a continuous friction measuring device "PENDING ACTION PLAN" ACTION PLAN: Scheduled to be acquired between 07 JAN 05 and 30 JUN 06 (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	JUN/ 2006	
AGA 394 SAM	Doc 8733, FASID CAR/SAM-AOP	VENEZUELA/INAC/Ba rcelona	RFF CAT 7	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/06 of its respective Report)	A	Upgrade RFF to CAT 9 "PENDING ACTION PLAN" ACTION PLAN: Scheduled to be acquired (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for DEC 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	NOV/ 2006	
AGA 395 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/Ba rcelona	No parallel TWY to RWY 15	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/07 of its respective Report)	B	Construct parallel TWY to RWY 15 "PENDING ACTION PLAN" ACTION PLAN: Resources designation will be required (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for DEC 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
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AGA 396 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/Ba rcelona	No PAPI for RWY 33	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/08 of its respective Report)	B	Install PAPI for RWY 33 "PENDING ACTION PLAN" ACTION PLAN: Acquisition, installation and PAPI evaluation planned (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUL 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	
AGA 398 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/Ca racas	No PAPI for RWY 28	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/10 of its respective Report)	B	Install PAPI for RWY 28 "PENDING ACTION PLAN" ACTION PLAN: Acquisition, installation and PAPI evaluation planned (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUL 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	
AGA 399 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/Ma racaibo	No PAPI for RWY 27/R	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/11 of its respective Report)	B	Install PAPI for RWY 27/R "PENDING ACTION PLAN" ACTION PLAN: Acquisition, installation and PAPI evaluation planned (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUL 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	
AGA 400 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/Ma rgarita	RFF CAT 7	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/12 of its respective Report)	A	Upgrade RFF to CAT 9 "PENDING ACTION PLAN" ACTION PLAN: Upgrade planned (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for DEC 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	NOV/ 2006	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
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AGA 401 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/Margarita	No TWY edge lighting	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/13 of its respective Report)	B	Install TWY edge lighting "PENDING ACTION PLAN" ACTION PLAN: Reparations and installation planned (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for DEC 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	
AGA 402 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/Margarita	No PAPI for RWY 27	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/14 of its respective Report)	B	Install PAPI for RWY 27 "PENDING ACTION PLAN" ACTION PLAN: Acquisition, installation and PAPI evaluation planned (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUL 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	JUN/ 2006	
AGA 404 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/Paraguana	RFF CAT 5	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/16 of its respective Report)	A	Update RFF to CAT 6 "PENDING ACTION PLAN" ACTION PLAN: CAT 6 planned (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for DEC 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	
AGA 405 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/S. A. del Táchira	RWY designation 17/34	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/17 of its respective Report)	B	Officially inform correct designation (RWY 18/35) "PENDING ACTION PLAN" ACTION PLAN: Official communication will be sent to the SAM Office (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for DEC 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
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AGA 407 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/S. A. del Táchira	RWY 17 is NINST	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/19 of its respective Report)	B	Provide RWY 17 as NPA "PENDING ACTION PLAN" ACTION PLAN: Planned provision of RWY 17 as NPA (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for NOV 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	
AGA 408 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/Va lencia	RWY 28 is NINST	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/20 of its respective Report)	A	Provide RWY 28 as NPA "PENDING ACTION PLAN" ACTION PLAN: Planned provision of RWY 28 as NPA (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	DEC/ 2006	
AGA 409 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/Va lencia	No PAPI for RWY 28	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/21 of its respective Report)	B	Install PAPI for RWY 28 "PENDING ACTION PLAN" ACTION PLAN: SAM Office will be officialy notified (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUL 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	
AGA 410 SAM	Annex 14, Vol. I, Sec. 9.3	VENEZUELA/INAC/All aiports	No disabled aircraft removal plans for int'l airports	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/22 of its respective Report)	B	Develop disabled aircraft removal plans for int'l airports "PENDING ACTION PLAN" ACTION PLAN: All the international airports will be required to present their plans (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	DEC/ 2006	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 411 SAM	Doc 9184-AN/902, Parts 1 & 2	VENEZUELA/INAC/IA AIM	No Airport Engineering Department	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/23 of its respective Report)	B	Structure an Airport Engineering Department "PENDING ACTION PLAN" ACTION PLAN: Planned the creation of the Airport Engineering Department (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	NOV/ 2006	
AGA 412 SAM	Annex 14, Vol. I, Sec. 9.3	VENEZUELA/INAC/IA AIM	No disabled aircraft removal plan	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/24 of its respective Report)	B	Develop disabled aircraft removal plan "PENDING ACTION PLAN" ACTION PLAN: The plan will be finalized as it is scheduled in the Aerodrome Operations Manual (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for DEC 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	SEP/ 2005	
AGA 417 SAM	Annex 14, Vol. I, Ch. 1, Sec. 1.4	VENEZUELA/INAC/IA AIM	The airport is not certified yet	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/29 of its respective Report)	B	Comply with Section 1.4 of Annex 14, Vol. I "PENDING ACTION PLAN" ACTION PLAN: It wil be complied as soon as the Venezuelan Aeronautical Regulations be published (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for MAR 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	DEC/ 2005	
AGA 418 SAM	Annex 14, Vol. I, Ch. 3, Sec. 3.5	VENEZUELA/INAC/IA AIM	No RESA for RWY 10	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/30 of its respective Report)	A	Provide RESA for RWY 10 "PENDING ACTION PLAN" ACTION PLAN: Scheduled evaluation together with IAAIM during the certification process (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	MAR/ 2007	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 421 SAM	Annex 14, Vol. I, Ch. 10	VENEZUELA/INAC/IA AIM	No joint seal between apron slabs	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/33 of its respective Report)	B	Provide sealing of apron slabs joints "PENDING ACTION PLAN" ACTION PLAN: A survey will be carried out for planning the joint sealing (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for NOV 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	NOV/ 2006	
AGA 423 SAM	Annex 14, Vol. I, Ch. 10	VENEZUELA/INAC/IA AIM	TWYs with pavement desegregation, distressed, vegetation in the cracks	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/35 of its respective Report)	A	Prepare project/design for TWYs maintenance/ rehabilitation "PENDING ACTION PLAN" ACTION PLAN: Pavement studies will be carried out for establishing a preventive/corrective maintenance program (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for DEC 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	SEP/ 2006	
AGA 425 SAM	Annex 14, Vol. I, Ch. 3, Sec. 3.5	VENEZUELA/INAC/IA AIM	RESA at RWY 28 is unlevelled	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/37 of its respective Report)	A	Level RESA at RWY 28 "PENDING ACTION PLAN" ACTION PLAN: Evaluation will be carried out and corrective actions will be taken (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for MAR 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	JUL/ 2006	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 426 SAM Annex 14, Vol. I, Ch. 4		VENEZUELA/INAC/IA AIM	6 rigid columns as base for ILS localizer after RWY 28	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/38 of its respective Report)	A	Provide frangible base for ILS localizer after RWY 28 "PENDING ACTION PLAN" ACTION PLAN: Acquisition, installation and ILS evaluation will be done (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for DEC 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	MAR/ 2006	
AGA 428 SAM Annex 14, Vol. I, Ch. 4		VENEZUELA/INAC/IA AIM	Open trapezoidal canal (3 m x 6 m x 1.5 m deep) on the RWY strip	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/40 of its respective Report)	B	Provide a closing system for the trapezoidal canal on the RWY strip "PENDING ACTION PLAN" ACTION PLAN: A report with a recommendation for providing a closing system for the canal will be presented (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for DEC 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	JUL/ 2006	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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	15 SAM	ICAO Annex 4; Annex 15, Para. 3.6.4.1 and 3.6.4.2. WGS-84.Geodetic System	Argentina	Lack of total implementation of the WGS-84 system, mainly concerning requirements as the publication of the geoid undulation as it is required.	SAM RO records.	A	# Action Plan (2006) indicated that relevant action is being taken on the matter. Implementation 70%	Indicated State		Completion date: TBD
AIS	60 SAM	Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Argentina	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.	B	It is indicated in action plan (2005) that implementation of this requirement is under progress. 20% advance.	Indicated State.	DEC/ 2013	2008: As expressed in the last action plan, the implementation of this requirement is in progress. An analysis of distribution of sheets was made, and the results were that in order to cover in chart scale 1:500.000 Argentina needs 40 sheets, two were produced and the third one is in advanced phase. Percentage made 6%.
AIS	65 SAM	ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Argentina	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.	SAM Office records.	A	1. # It is indicated in action plan (2006) that this requirement has been satisfied as required. 2. Relief countours lines in black. 80% of compliance.	Indicated State		
AIS	95 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Argentina	Need for the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.	SAM OfficeRecords.	A	Action Plan (2006) 90% implemented. Geoidal undulation data published in the AIP for all airports.	Indicated State	NOV/ 2008	In AMD 03/08 it is expected that this data will be included in aerodrome/helicopter ICAO Type charts.
AIS	162 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Argentina	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.	Relevant technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	It is indicated in the action Plan (2006) that relevant actions on the matter, are being taken as required. Internal auditories are carried out at the AIS.	Indicated State		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 178 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Argentina	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	1. # implementation Plan (2006) indicated that relevant action is being taken on the matter. 2. Quality assurance system required is under development.	Indicated States	DEC/ 2010	2008: In the current organization of the AIS Department, implemented in February 2008, the AIS Quality Management Division was created, which first objectives were: 1) implement the AIS procedural manual (completed), 2) develop de AIS quality manual (in process, developed to 10%), and 3) implement the AIS quality management system (in initial planning and conceptual stage).
AIS 219 SAM	CAR-SAM ANP Part VIII (AIS); Para. 65, 66, 67, 68 AND 69. Regional AIS automated system	Argentina	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.	A	1. # Action Plan (2006) indicated that relevant proposed system is under development.	Indicated State	DEC/ 2012	2008: To date, the automation date of aircraft movement table, which data base enables to supervise information on pilots, aircraft and aerodromes as part of the automation required.
BOL Bolivia										
AIS 36 SAM	Annex 15; 3.6.1 English language	Bolivia	Requirement to use English for plain language texts in AIS publications		SAM RO Records..	A	Action Plan (2006) AIS staff is under training 20% implemented	Indicated State.		
AIS 46 SAM	ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Bolivia	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system.		SAM Office records.	B	Action Plan (2006)	Indicated State.		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 52 SAM	Annex 4, 17; Cap. 17.1 VFR aeronautical chart (Scale, 1:500,000)	Bolivia	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.	B	Action Plan (2006)	Indicated State.		
AIS 66 SAM	ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Bolivia	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	Action Plan (2006) 20% implemented	Indicated State		
AIS 76 SAM	ICAO Annex 4, Chapter 3. Aerodrome Obstacle Chart - ICAO, Type A.	Bolivia	Need for effective production of Aerodrome Obstacle Chart - ICAO, Type A., concerning the following airport: La Paz/El Alto, Tarija, Puerto Suarez, Viru Viri y Yacuiba.		SAM Office records.	A	I action Plan (2006) 30% implemented	Indicated State		
AIS 96 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Bolivia	Need for the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		SAM OfficeRecords.	A	Action Plan (2006) 40% implemented	Indicated State		
AIS 108 SAM	ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 26. Pre-flight Information Bulletins (PIB)	Bolivia	Need for effective implementation in the provision of pre-flight bulletins (PIB) in all the designated aerodromes as it is indicated in FASID Table AIS 1; and mailly with respect to the provision of users with an automated system integrating PIB/MET/FPL products.		SAM Office records.	A	Action Plan (2006) 90% implemented	Indicated State		
AIS 163 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Bolivia	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and ruels are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	I action Plan (2006) working are being carried out on the matter.	Indicated State		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 179 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Bolivia	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action Plan (2006).	Indicated States		
AIS 196 SAM	Annex 15, Cap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Bolivia	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action Plan (2006) 80% implemented	Indicated State		
AIS 220 SAM	CAR-SAM ANP Part VIII (AIS); Para. 65, 66, 67, 68 AND 69. Regional AIS automated system	Bolivia	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.	A	Action Plan (2006) 10% implemented	Indicated State		
BRA Brasil										
AIS 61 SAM	Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Brazil/Brasil	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.	B	# ilt is indicated in action plan (2005), Implementation is in progress.	Indicated State.		
AIS 67 SAM	ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Brazil	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	# It is indicated in action plan (2004) that required actions should be taken.	Indicated State		
AIS 97 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Brazil	Need for the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		SAM OfficeRecords.	A	# In action plan (2004) it is indicated that measures should be taken as required.	Indicated State		
AIS 100 SAM	ICAO Annex 4, Chapter 7;Par. 7.6.2 Enroute Navigation Charts - ICAO.	Brazil/Brasil	Need to include the Area Minimun Altitude (AMA) in the ICAO Enroute Charts - ICAO .		SAM Office records	A	1. Need to include AMA in ICAO en-route charts. # Action plan is required.	Indicated State		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 149 SAM	Annex 15, Para. 5.2.13.3. NOTAM Summary	Brazil	Need to effective comply with the international distribution of monthly printed plain-language list of NOTAM valid.		SAM Office records.	A	Action Plan (2004).	Indicated State		
AIS 158 SAM	ICAO Annex 4; Annex 15, Para. 3.6.4.1 and 3.6.4.2. WGS-84 system	Brasil	Lack of total implementation of the WGS-84 system, mainly concerning requirements as the survey of all required obstacles data, coordination of the geographical coordinates at the boundaries of common FIRs, and the publication of the geoid undulation as it is required.		SAM RO records.	A	1.Action Plan (2004) 2. Survey for obstruction data finished WGS-84 coordinates at the FIR coordinated with adjacent States Remain lack of publication on geoid undulation	Indicated State		
AIS 164 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Brazil	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action Plan 2004. Ongoing	Indicated State		
AIS 180 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Brazil	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action Plan (2004). Ongoing	Indicated States		
CHL Chile										
AIS 1 SAM	ICAO Annex 15, Chapter 4; [Appendix 1, ENR 6 and AD 2.24]. Restructured AIP AIP English version	Chile	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.	A	Implementation Plan (2006) AIP English version 25%	Indicated State		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 17 SAM	ICAO Annex 4; Annex 15, Para. 3.6.4.1 and 3.6.4.2. WGS-84.Geodetic System	Chile	Lack of total implementation of the WGS-84 system, mainly concerning requirements as the publication of the geoid undulation as it is required.		SAM RO records.	A	Implementation Plan (2006) Geoid undulation data are not yet issued	Indicated State		
AIS 47 SAM	ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Chile	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system.		SAM Office records.	B	Action Plan (2006)	Indicated State.		
AIS 62 SAM	Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Chile	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.	B	Action plan (2006) WGS-84 System applied in 30%	Indicated State.		
AIS 68 SAM	ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Chile	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	In action plan (2006) it is indicated that topographic is not shown in this chart, and that difference is indicated.	Indicated State		
AIS 101 SAM	ICAO Annex 4, Chapter 7;Par. 7.6.2 Enroute Navigation Charts - ICAO.	Chile	Need to include the Area Minimun Altitude (AMA) in the ICAO Enroute Charts - ICAO .		SAM Office records	A	# It is indicated in action plan (2006) that no AMA data is included in this chart, and that difference will be issued.	Indicated State		
AIS 131 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Chile	Requirement to effectively satisfy the specification on the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	It is indicated in Action Plan (2006) that difference with respect to the ICAO Annex 4 has been repted.	Indicated State		
AIS 152 SAM	Annex 15, Para. 5.2.2.1. Use of English lenguaje in NOTAM.	Chile	Need of use of English lenguaje for those parts of the NOTAM requiring text in plain lenguaje (Appendix 6, 8 Item E).		SAM Office records.	A	The implementation Plan (2006) 25% implemented	Indicated State		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 154 SAM	Annex 15, Para. 5.2.13.3. NOTAM Summary	Chile	Need to effective comply with the international distribution of monthly printed plain-language list of NOTAM valid.		SAM Office records.	A	The implementation Plan (2006) Not applicable	Indicated State		
AIS 165 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Chile	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action Plan 2006. 50% implemented	Indicated State		
AIS 181 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Chile	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action Plan 2006.	Indicated States		
COL Colombia										
AIS 8 SAM	ICAO Annex 15, Para. 3.4.4. 1 y 3.4.4. 2. WGS-84.Geodetic System	Colombia	Need to complete the implementation of the WGS-84 system, mainly with respect to the publication of the geoid undulation as it is required.		SAM RO Records..	A	Action Plan (2006) relevant action is being taken on the matter 90% implemented	Indicated State		
AIS 18 SAM	ICAO Annex 4. WGS-84.Geodetic System	Colombia.	Need for production of all required aeronautical charts under the WGS-84 systemmainly the aerodrome/heliport charts with the geoid undulation as it is required..		SAM RO records.	A	Action Plan (2006) action is being taken on the matter 70% implemented	Indicated State		
AIS 28 SAM	ICAO Annex 15, Chapter 6; ANP (Doc. 8733) Par. 46 - 49. Sistema AIRAC.	Colombia	Need for an effective implementation of AIRAC requirements.		SAM RO Records.	A	# Implementation Plan (2004) indicated that relevant action is being taken on the matter.	Indicated State		
AIS 37 SAM	Annex 15; 3.6.1 English language	Colombia	Requirement to use English for plain language texts in AIS publications		SAM RO Records..	A	Action Plan (2006) action is being taken on the matter 40% implemented	Indicated State.		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 48 SAM	ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Colombia	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system.		SAM Office records.	B	Action plan (2006) that adquisition of a digital cartography and geographic information systems should be acquired.	Indicated State.		
AIS 53 SAM	Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Colombia	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.	B	Action plan (2006) that adquisition of a digital cartography and geographic information systems should be acquired.	Indicated State.		
AIS 69 SAM	ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Colombia	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	Action plan (2006) that adquisition of a digital cartography and geographic information systems should be acquired.	Indicated State		
AIS 99 SAM	ICAO Annex 4, Chapter 7;Par. 7.6.2 Enroute Navigation Charts - ICAO.	Colombia	Need to include the Area Minimun Altitude (AMA) in the ICAO Enroute Charts - ICAO .		SAM Office records	A	Action plan (2006).	Indicated State		
AIS 110 SAM	ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 26 Pre-flight Information Bulletins (PIB).	Colombia	Need for effective implementation in the provision of pre-flight bulletins (PIB) in all the designated aerodromes as it is indicated in FASID Table AIS 1; and mailly with respect to the provision of users with an automated system integrating PIB/MET/FPL products.		SAM Office records.	A	Action Plan (2006) action is being taken on the matter.	Indicated State		
AIS 126 SAM	Annex 15, Chap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Colombia	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action Plan (2006 action is being taken on the matter. 20% implemented	Indicated State		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 132 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Colombia	Requirement to effectively satisfy the specification on the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	Action Plan (2006) 20% implemented.	Indicated State		
AIS 147 SAM	Annex 15, Para. 5.2.2.1. Use of English language in NOTAM.	Colombia	Need of use of English language for those parts of the NOTAM requiring text in plain language (Appendix 6, 8 Item E).		SAM Office records.	A	Action Plan (2006) action is being taken on the matter. 40% implemented	Indicated State		
AIS 166 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Colombia	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action Plan 2006. 30% implemented	Indicated State		
AIS 182 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Colombia	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action Plan (2006) action is being taken on the matter.	Indicated States		
ECU Ecuador										
AIS 49 SAM	ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Ecuador	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system.		SAM Office records.	B	Action plan 2006. Only the VFR chart (Scale, 1:500,000) is produced to cover the national territory and jurisdictional waters. WAC, 50% implemented	Indicated State.		
AIS 133 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Ecuador	Requirement to effectively satisfy the specification on the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	Action plan 2006 80% implemented	Indicated State		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 135 SAM	ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrument Approach Charts - OACI.	Ecuador	Need to include the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of instrument approach charts - OACI.		Records SAM Office.	A	Action plan 2006 90% implemented	Indicated State		
AIS 156 SAM	Annex 15, Para. 5.2.2.1. Use of English language in NOTAM.	Ecuador	Need of use of English language for those parts of the NOTAM requiring text in plain language (Appendix 6, 8 Item E).		SAM Office records.	A	Action Plan 2006. 50% implemented.	Indicated State		
AIS 167 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Ecuador	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action plan 2006 30% implemented	Indicated State		
AIS 183 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Ecuador	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action plan 2006.	Indicated States		
AIS 198 SAM	Annex 15, Cap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Ecuador	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action plan 2006. 30% implemented.	Indicated State		
AIS 232 SAM	Annex 15; 3.6.1 English language	Ecuador	Requirement to use English for plain language texts in AIS publications		SAM RO Records..	A	Action plan 2005. 50% implemented.	Indicated State.		
GUY Guyana										
AIS 54 SAM	Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Guyana	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.	B	Action plan (2004) required actions should be taken.	Indicated State.		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 70	SAM ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Guyana	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	Action plan (2004. 50% implemented.	Indicated State		
AIS 105	SAM ICAO Annex 4, Chapter 7;Par. 7.6.2 Enroute Navigation Charts - ICAO.	Guyana	Need to produce and include in the AIP the Enroute Charts - ICAO, also including the required Area Minimum Altitude (AMA) in such serie of charts.		SAM Office records	A	Action plan 2004. 50% implemented.	Indicated State		
AIS 127	SAM Annex 15, Chap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Guyana	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action Plan 2004 90% implemented.	Indicated State		
AIS 134	SAM Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Guyana	Requirement to effectively satisfy the specification on the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	Action Plan 2004 50% implemented.	Indicated State		
AIS 169	SAM Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Guyana	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action plan 2004 action should be taken as required	Indicated State		
AIS 185	SAM ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Guyana	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action plan 2004 action should be taken as required	Indicated States		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 212 SAM	ANP Para. 11, 16, 17, 18 AND 19 Training of AIS personel.	Guyana	Need for an effective level of training of the AIS personel according to the stated by the CAR/SAM Air Navigation Plan, Part VIII (AIS/MAP), in agreement with a regular quality assurance program; and granted the AIS staff with a corresponding certificate of competence equal to an AIS licence.		Records SAM Office.	A	Action Plan 2004 70% implemented.	Indicated State		
AIS 225 SAM	CAR-SAM ANP Part VIII (AIS); Para. 65, 66, 67, 68 AND 69. Regional AIS automated system	Guyana	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.	A	Action Plan 2004 20% implemented.	Indicated State		
PAN Panama										
AIS 41 SAM	ANNEX 15 , Chap. 8; Doc 8733 ANP, Par. 20; FASID,Table AIS-1 Implementation of required AIS aerodrome units.	Panama	Need for effective implementation of AIS aerodrome units (David, Bocas del Toro and Changuinola) as required by the FASID,Table AIS-1.		Records SAM Office.	A	Action Plan (2006).	Indicated State.		
AIS 50 SAM	ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Panama	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system.		SAM Office records.	B	Action plan 2006 VFR aeronautical chart (Scale, 1:500,000) is produced to cover the national territory and jurisdictional waters.	Indicated State.		
AIS 71 SAM	ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Panama	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	# Implementation Plan (2002) indicated that relevant action is being taken on the matter.	Indicated State		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 77 SAM	ICAO Annex 4, Chapter 3. Aerodrome Obstacle Chart - ICAO, Type A.	Panama	Need for effective production of Aerodrome Obstacle Chart - ICAO, Type A., concerning the following airport: Marcos Gelabert, Enrique Malek y Bocas del Toro..		SAM Office records.	A	Action plan 2006 Will be completed during 2007.	Indicated State		
AIS 137 SAM	ICAO Annex 4, Chapter 7;Par. 7.6.2 Enroute Navigation Charts - ICAO.	Panama	Need to produce and include in the AIP the Enroute Charts - ICAO, also including the required Area Minimum Altitude (AMA) in such serie of charts.		Records SAM Office.	A	Action plan (2006) Action is being taken.	Indicated State		
AIS 170 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Panama	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prapared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action plan 2006 Action is being taken.	Indicated State		
AIS 186 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Panama	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action plan 2006 Action is being taken.	Indicated States		
AIS 199 SAM	Annex 15, Cap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Panama	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action Plan (2006) During 2007.	Indicated State		
AIS 213 SAM	ANP Para. 11, 16, 17, 18 AND 19 Training of AIS personel.	Panama	Need for an effective level of training of the AIS personel according to the stated by the CAR/SAM Air Navigation Plan, Part VIII (AIS/MAP), in agreement with a regular quality assurance program; and granted the AIS staff with a corresponding certificate of compentence equal to an AIS licence.		Records SAM Office.	A	Action plan 2006 During 2006 - 2007	Indicated State		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 226 SAM	CAR-SAM ANP Part VIII (AIS); Para. 65, 66, 67, 68 AND 69. Regional AIS automated system	Panama	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.	A	Action Plan (2006) Ongoing	Indicated State		
PER Peru										
AIS 12 SAM	ICAO Annex 15, Para. 3.4.4. 1 y 3.4.4. 2. WGS-84.Geodetic System	Peru	Need to complete the implementation of the WGS-84 system, mainly with respect to the survey of all required obstacles data, effective coordination on the geographical coordinates at the boundaries of common FIRs and the publication of the geoid undulation as required. a) Obstacle data: In 2008 de upating of obstacle data and geographical coordinates will be re-initiated. Termination date 2009. b)Geographical coordinates of transference points in the FIR boundaries and adjacent FIRs have been coordinated and completed in 2006. c) geoid undulation: no plans at short term.	JAN/ 2008	SAM RO Records	A	Action Plan (2006) 90% implemented	Indicated State	2009	
AIS 39 SAM	Annex 15; 3.6.1 English language	Peru	Requirement to use English for AIP.	JUL/ 2008	SAM RO Records..	A	Action Plan (2006) 15% implemented.	Indicated State.	DEC/ 2009	
AIS 42 SAM	ANNEX 15 , Chap. 8; Doc 8733 ANP, Par. 20; FASID,Table AIS-1 Implementation of required AIS aerodrome units	Peru	Need for effective implementation of AIS aerodrome units (Pisco) as required by the FASID,Table AIS-1. An AIS unit has been implemented at Pisco aerodrome with personnel having AIS licensing.		Records SAM Office.	A	Action plan (2006) 80% implemented.	Indicated State.	DEC/ 2008	
AIS 56 SAM	Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Peru	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.	B	Action plan (2006).	Indicated State.	DEC/ 2012	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 73 SAM	ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Peru	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	Action Plan (2006) 40% implemented.	Indicated State	DEC/ 2010	
AIS 78 SAM	ICAO Annex 4, Chapter 3. Aerodrome Obstacle Chart - ICAO, Type A.	Peru	Need for effective production of Aerodrome Obstacle Chart - ICAO, Type A., concerning the following airport: Arequipa, Chiclayo, Iquitos, Cusco, y Talara.		SAM Office records.	A	Action plan (2006) 30% implemented.	Indicated State	DEC/ 2010	
AIS 114 SAM	ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 26. Pre-flight Information Bulletins (PIB)	Peru	Automated system integrating PIB/MET/FPL products by users.		SAM Office records.	A	Action Plan (2006) 80% implemented.	Indicated State	DEC/ 2010	
AIS 128 SAM	Annex 15, Chap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Peru	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action Plan (2006) 80% implemented.	Indicated State	DEC/ 2009	
AIS 172 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Peru	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action plan 2006 30% implemented	Indicated State	DEC/ 2012	

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 176 SAM	ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Peru	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system. Need for effective implementation of AIS aerodrome units (Pisco) as required by the FASID,Table AIS-1. An AIS unit has been implemented at Pisco aerodrome with personnel having AIS licensing.		SAM Office records.	A	Action plan (2006)	Indicated State	2012	
AIS 188 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Peru	Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action Plan (2006) Ongoing	Indicated States	DEC/ 2012	
PRY Paraguay										
AIS 11 SAM	ICAO Annex 15, Para. 3.4.4. 1 y 3.4.4. 2. WGS-84.Geodetic System	Paraguay			SAM RO Records..	A	Action plan 2006. 90% implemented	Indicated State		
AIS 22 SAM	ICAO Annex 4. WGS-84.Geodetic System	Paraguay	Need for production of all required aeronautical charts under the WGS-84 system mainly the aerodrome/heliport charts with the geoid undulation as it is required. 1) All aeronautical charts under the WGS84 system are produced. 2) The geoidal ondulation will be published on 2008.		SAM RO records.	A	Action Plan (2006) 90% implemented.	Indicated State		1) All aeronautical charts under the WGS84 system are produced. 2) The geoidal ondulation will be published on 2008.

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 38	SAM Annex 15; 3.6.1 English language	Paraguay	Requirement to use English for plain language texts in AIS publications		SAM RO Records..	A	Action Plan (2006) 15% implemented.	Indicated State.		Will stay like a difference with respect to the SARPS of reference. The same one is published according to the established requirements.
AIS 51	SAM ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Paraguay	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system.		SAM Office records.	B	Action plan 2006.	Indicated State.		February 2008: 1) To short or medium term, the Cartographic Institute does not have predicted the production of this type of letters. 2) one will stay like a difference with respect to the SARPs.
AIS 55	SAM Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Paraguay	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.	B	Action plan 2006.	Indicated State.		February 2008: 1) To short or medium term, the Cartographic Institute does not have predicted the production of this type of letters. 2) one will stay like a difference with respect to the SARPs.
AIS 72	SAM ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Paraguay	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	Action plan (2006) 60% implemented.	Indicated State		February 2008: All aerodromos that have instrument approach charts, CAP 11.7.2 of Annex 4 "is not applicable" because the topography of the land in no case exceeds the indicated specifications.
AIS 113	SAM ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 26. Pre-flight Information Bulletins (PIB)	Paraguay	Need for effective implementation in the provision of pre-flight bulletins (PIB) in all the designated aerodromes as it is indicated in FASID Table AIS 1; and maily with respect to the provision of users with an automated system integrating PIB/MET/FPL products.		SAM Office records.	A	Action Plan (2006) 30% implementedr.	Indicated State		February 2008: The provision of users with an automated system integrating PIB/MET/FPL products will be implemented on june 2008 with AMHS.

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 150 SAM	Annex 15, Para. 5.2.2.1. Use of English language in NOTAM.	Paraguay	Need of use of English language for those parts of the NOTAM requiring text in plain language (Appendix 6, 8 Item E).		SAM Office records.	A	Action plan 2006. 40% implemented.	Indicated State		February 2008: This was implemented on 2007. With the implementation of the notam automated system, these procedures will be updated and applicable in June
AIS 171 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Paraguay	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action plan 2006 100% implemented	Indicated State		February 2008: The implementation of the quality system is in the previous phase to ISO 9001:2000 certification. Date of considered implementation: 2008 March 2008: Quality Management System has already implemented. The process of certification ISO 9001:2000 was initiated.
AIS 187 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Paraguay	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action Plan 2006 Ongoing	Indicated States		February 2008: This requirement will be accomplished with the ISO 90001-2000
AIS 200 SAM	Annex 15, Cap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Paraguay	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action Plan (2006). Lack of required procedures	Indicated State		
AIS 201 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Paraguay	Need for the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	Action Plan (2006) 80% implemented.	Indicated State		February 2008: The inclusion of geoidal undulation in the Aerodrome/Heliport Chart - ICAO will be accomplished in June 2008

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 227 SAM	CAR-SAM ANP Part VIII (AIS); Para. 65, 66, 67, 68 AND 69. Regional AIS automated system	Paraguay	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.	A	Action Plan (2006) 25% implemented.	Indicated State		February 2008: With the implementation of AMHS, this process will be accomplished in 2009.
SUR Suriname										
AIS 24 SAM	ICAO Annex 4. WGS-84.Geodetic System	Suriname	Need for production of all required aeronautical charts under the WGS-84 system.		SAM RO records.	A	Action Plan (2005) Ongoing.	Indicated State		
AIS 43 SAM	ANNEX 15 , Chap. 8; Doc 8733 ANP, Par. 20; FASID,Table AIS-1 Implementation of required AIS aerodrome units.	Suriname	Need for effective implementation of AIS aerodrome units (New Nickerie, Zandery and Zorg en Hoop) as required by the FASID,Table AIS-1.		Records SAM Office.	A	Action plan (2005) 80% implemented.	Indicated State.		
AIS 57 SAM	Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Suriname	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.	B	Action plan 2005	Indicated State.		
AIS 115 SAM	ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 26. Pre-flight Information Bulletins (PIB)	Suriname	Need for effective implementation in the provision of pre-flight bulletins (PIB) in all the designated aerodromes as it is indicated in FASID Table AIS 1; and maily with respect to the provision of users with an automated system integrating PIB/MET/FPL products.		SAM Office records.	A	Action plan 2005. 80% implemented	Indicated State		
AIS 129 SAM	Annex 15, Chap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Suriname	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action plan 2005 70% implemented	Indicated State		
AIS 136 SAM	ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrument Approach Charts - OACI.	Suriname	Need to include the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of instrument approach charts - OACI.		Records SAM Office.	A	Action plan 2005 70% implemented	Indicated State		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 161 SAM	ICAO Annex 4, Chapter 7;Par. 7.6.2 Enroute Navigation Charts - ICAO.	Suriname	Need to produce the ICAO Enroute Charts to a scale of representation, according to the users operational requirements and include in the AIP this Charts, also including the required Area Minimun Altitude (AMA) in such serie of charts.		SAM RO records.	A	Action plan 2005 70% implemented	Indicate State		
AIS 173 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Suriname	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prapared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action plan 2005 Ongoing	Indicated State		
AIS 189 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Suriname	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action plan 2005 Ongoing	Indicated States		
AIS 203 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Suriname	Need for the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	Action plan 2006 70% implemented	Indicated State		
AIS 229 SAM	CAR-SAM ANP Part VIII (AIS); Para. 65, 66, 67, 68 AND 69. Regional AIS automated system	Suriname	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.	A	Action Plan (2005) Ongoing.	Indicated State		

URY Uruguay

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 25	SAM ICAO Annex 4; Annex 15, Para. 3.6.4.1 and 3.6.4.2. WGS-84.Geodetic System	Uruguay	Lack of total implementation of the WGS-84 system, mainly concerning requirements as the survey of all required obstacles data, the publication of the geoid undulation as it is required. Need to produce the aeronautical charts under the WGS-84 (VFR 1:500.000 and 1:1.000.00 charts); mainly such charts where figures of geoid undulation should be indicated.		SAM RO records.	A	Action Plan (2005) 80% implemented	Indicated State		
AIS 40	SAM Annex 15; 3.6.1 English language	Uruguay	Requirement to use English for plain language texts in AIS publications		SAM RO Records..	A	Action Plan (2005) 30% implemented	Indicated State.		
AIS 44	SAM ANNEX 15 , Chap. 8; Doc 8733 ANP, Par. 20; FASID,Table AIS-1 Implementation of required AIS aerodrome units.	Uruguay	Need for effective implementation of AIS aerodrome units (Colonia, Maldonado, Montevideo/Angel Adami, Rivera and salto) as required by the FASID,Table AIS-1.		Records SAM Office.	A	Action Plan (2005) 80% implemented	Indicated State.		
AIS 58	SAM Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Uruguay	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.	B	Action plan (2005). Ongoing	Indicated State.		
AIS 79	SAM ICAO Annex 4, Chapter 3. Aerodrome Obstacle Chart - ICAO, Type A.	Uruguay	Need for effective production of Aerodrome Obstacle Chart - ICAO, Type A., concerning the following airport: Artigas, Carmelo, Colonia, Durazno, Maldonado, Melo, Montevideo/Angel Adamii y Montevideo Intl/Carrasco, Paysandu, Punta del Este, y Rivera.		SAM Office records.	A	# Implementation Plan (2004) indicated that relevant action is being taken on the matter.	Indicated State		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 116 SAM	ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 26. Pre-flight Information Bulletins (PIB)	Uruguay	Need for effective implementation in the provision of pre-flight bulletins (PIB) in all the designated aerodromes as it is indicated in FASID Table AIS 1; and maily with respect to the provision of users with an automated system integrating PIB/MET/FPL products.		SAM Office records.	A	Action Plan (2005) 80% implemented	Indicated State		
AIS 174 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Uruguay	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action plan 2005 Ongoing	Indicated State		
AIS 190 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Uruguay	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action plan 2005 Ongoing	Indicated States		
AIS 204 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Uruguay	Need for the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	Action plan 2005 80% implemented	Indicated State		
VEN Venezuela										
AIS 26 SAM	ICAO Annex 4. WGS-84.Geodetic System	Venezuela	Need for production of all required aeronautical charts under the WGS-84 system.		SAM RO records.	A	Action Plan (2006) 60% implemented	Indicated State		
AIS 45 SAM	ANNEX 15 , Chap. 8; Doc 8733 ANP, Par. 20; FASID,Table AIS-1 Implementation of required AIS aerodrome units.	Venezuela	Need for effective implementation of AIS aerodrome units (San Antonio del Tachira and Paraguayana) as required by the FASID,Table AIS-1.		Records SAM Office.	A	Action Plan (2006) Ongoing	Indicated State.		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 75	SAM ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Venezuela	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	Action Plan (2006) Ongoing.	Indicated State		
AIS 80	SAM ICAO Annex 4, Chapter 3. Aerodrome Obstacle Chart - ICAO, Type A.	Venezuela	Need for effective production of Aerodrome Obstacle Chart - ICAO, Type A., concerning the following airport: Barcelona, Barquisimeto, Caracas, Charallave, Guayana, Maiquetia, Maracaibo Margarita, Maturin, Puerto Cabello, San Antonio del Táchira y Valencia.		SAM Office records.	A	Action Plan (2006) 50% implemented	Indicated State		
AIS 106	SAM ICAO Annex 4, Chapter 7;Par. 7.6.2 Enroute Navigation Charts - ICAO.	Venezuela	Need to produce and include in the AIP the Enroute Charts - ICAO, also including the required Area Minimum Altitude (AMA) in such serie of charts.		SAM Office records	A	Action plan (2006) 50% implemented	Indicated State		
AIS 117	SAM ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 26. Pre-flight Information Bulletins (PIB)	Venezuela	Need for effective implementation in the provision of pre-flight bulletins (PIB) in all the designated aerodromes as it is indicated in FASID Table AIS 1; and mailly with respect to the provision of users with an automated system integrating PIB/MET/FPL products.		SAM Office records.	A	Action Plan (2006) Ongoing.	Indicated State		
AIS 130	SAM Annex 15, Chap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Venezuela	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action Plan (2006) 40% implemented.	Indicated State		
AIS 153	SAM Annex 15, Para. 5.2.2.1. Use of English lenguaje in NOTAM.	Venezuela	Need of use of English lenguaje for those parts of the NOTAM requiring text in plain lenguaje (Appendix 6, 8 Item E).		SAM Office records.	A	Action Plan (2006) Ongoing	Indicated State		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 175 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Venezuela	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action plan 2006 Ongoing	Indicated State		
AIS 177 SAM	ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Venezuela	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system.		SAM Office records.	B	Action plan 2006 Ongoing	Indicated State		
AIS 191 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Venezuela	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action plan 2006 Ongoing	Indicated States		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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
COL Colombia										
ATM 1	SAM RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Colombia, SAN ANDRES/Sesquicentenario Aerodrome	Rubber contamination on 1st 1000 m of RWY 06. Uneven RWY surface holds numerous large puddles after rain. Poor quality of pavement		IFALPA (EC 2/28 referes)	A	Adopt and implement an airport maintenance programme "PENDING ACTION PLAN"	Colombia		
ATM 286	SAM Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	COLOMBIA/BARRANQUILLA/Ernesto Cortissoz	There is no RWY stripe marking	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/02 of its respective Report)	B	Paint RWY stripe "PENDING ACTION PLAN"	COLOMBIA/ AEROCIVIL		
VEN Venezuela										
ATM 205	SAM Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Venezuela	Need for the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	Action Plan (2006) 50% implemented.	Indicated State		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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										
CNS 19 SAM	Radio Navigation Service Plan. Table CNS 3. VOR/DME	Brazil, Corumba	This VOR/DME is not implemented	MAY/ 1989	This VOR would support air navigation along the air routes UA300 and UA304. Currently, an NDB is operating at the significant point	A	VOR/DME will be not installed . They asked to remove it fromTable CNS 3 of FASID	Brazil		It will be not implemented
CNS 23 SAM	Radio Navigation Service Plan. Table CNS 3. VOR/DME	Brazil, Ilheus	This VOR/DME is not implemented	MAY/ 1989	This facility, recommended for en route navigation, would support the air route UA314. Currently, an NDB is operating at the significant point	B	VOR/DME will be not installed . Brazil asked to remove it fromTable CNS 3 of FASID	Brazil		It willbe not implemented
ECU Ecuador										
CNS 29 SAM	Aeronautical Mobile Service Plan. Table CNS 1A. Lack of HF AMS communications in the Guayaquil FIR	Ecuador	Guayaquil AMS HF system out of service	SEP/ 2004	Due to civil works in Guayaquil International Airport the HF station of the mobile aeronautical service is out of service .	A	No information was received on action plan to re install the HF equipments.	Estado		
GUY Guyana										
CNS 30 SAM	FASID Table CNS 3	Timehri /Cheddi Jagan Intl Airport	ILS system out of service . This system was installed in 1978. Difficults in its maintenance.	OCT/ 2004	Since the ends of 2003 the ILS system is completely out of service. Lack of spare parts to repair the equipments .This was verified during the CNS mission in Guyana on October 2004.	A	No plan to implemt in a short term.	State		Lack of resource
CNS 31 SAM	FASID Table CNS 3	Timehri /Cheddi Jagan Intl Airport	DME system out of service . This system was installed in 1978. Difficults in its maintenance. Both DME unities out of service in their RF final power.	OCT/ 2003	Since the ends of 2003 the DME system is completely out of service. Lack of spare parts to repair the equipments .This was verified during the CNS mission in Guyana on October 2004.	A	No plan to implemt in a short term.	State		Lack of resource
PER Peru										
CNS 25 SAM	Radio Navigation Service Plan. Table CNS 3. ILS CAT II	Peru LIMA-CALLAO/Jorge Chavez	The current ILS sytem meets CAT I performance	MAY/ 1989	According to the Plan, the ILS requires Category II signal quality	B	Peru has indicated that the airport meets operational conditions for the Category. Only pending is ILS flight inspection.	Peru		
PRY Paraguay										

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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
CNS 15 SAM	Radio Navigation Service Plan. Table CNS 3. DME	Paraguay ASUNCION/S. Pettrossi	This DME is not implemented	MAY/ 1989	This DME is associated with the ILS for approach and landing operations. NDBs are used as markers	A	PARAGUAY informed that they are not going to install the DME associated to the ILS , because the ILS counts with a medium and external radio marker.	Paraguay		It will be not implemented
CNS 21 SAM	Radio Navigation Service Plan. Table CNS 3. VOR	Paraguay, Mariscal Estigarribia	This VOR is not implemented	MAY/ 1989	This facility, recommended for en-route navigation, would support air routes UA320 and UA321	A	The modernization project of the Paraguayan air navigation system considers the VOR/DME. Date of VOR/DME implementation was not supplied.	Paraguay		
SUR Suriname										
CNS 26 SAM	Radio Navigation Service Plan. Table CNS 3. NDB	Suriname PARAMARIBO/Zorg en Hoop	This NDB is not implemented	MAY/ 1989	This facility was recommended for terminal navigation	B	The NDB won't be installed. The Aeronautical Administration of Surinam asked to remove the NDB from Table 3 of FASID.	Suriname		It will be not implemented

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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										
MET 53 SAM	Notify the RVR for CAT 1 operations (Annex 3, Part I, Chapter 4, Rec. 4.6.3.2)	Argentina / Aeronautical meteorological stations	The RVR of SAEZ, SACO, SAZM, SARE and SAME have not been implemented.	AUG/ 2006	Plan the acquisition or repairment of the RVR.	A	Installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2007	
MET 76 SAM	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2]	Argentina / Aeronautical meteorological stations	The RVR of SAZS, SARI y SAWH have not been implemented.	AUG/ 2006	Plan the acquisition or repairment of the RVR.	A	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2008	Waiting for the assignment of the corresponding financial resources.
MET 77 SAM	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2]	Argentina / Aeronautical meteorological stations	The RVR of SASA, SAZN SARP have not been implemented.	AUG/ 2006	Plan the acquisition or repairment of the RVR.	A	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2009	Waiting for the assignment of the corresponding financial resources.
MET 78 SAM	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2]	Argentina / Aeronautical meteorological stations	The RVR of SASJ, SAWG, SANT have not been implemented.	AUG/ 2006	Plan the acquisition or repairment of the RVR.	A	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2010	Waiting for the assignment of the corresponding financial resources.
MET 79 SAM	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2]	Argentina / Aeronautical meteorological stations	The RVR of SAWE, SAVC, SARF have not been implemented.	AUG/ 2006	Plan the acquisition or repairment of the RVR.	A	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2011	Waiting for the assignment of the corresponding financial resources.
BOL Bolivia										
MET 11 SAM	Exchange of OPMET information (ANP Basic CAR/SAM, para. 35 to 39)	Bolivia / Aeronautical meteorological stations and meteorological watch office (MWO) of La Paz	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.	OCT/ 2006	a) Implement the COM/MET SIP recommendations for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	A	Implementation of the SIP COM/MET recommendations for the Sam Region. GREPECAS Recommendation 6/33.	AASANA		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 41 SAM	Notify the RVR for CAT 1 operations [(Annex 3, Chapter 4, para. 4.7.4 a)]	Bolivia / Aeronautical meteorological stations.	RVRs SLCB, SLVR and SLTR have not been implemented or are not operational.	OCT/ 2006	Plan the acquisition or repair of the RVRs.	A		AASANA		
BRA Brasil										
MET 74 SAM	Notify the RVR for CAR III operations [Annex 3, Chapter 4, Standards: 4.6.3.1 and 4.6.3.4 c)]	Runway visual range	The RVR of SBRR and SBCG have not been implemented	NOV/ 2005	Plan RVR acquisition	A	The RVR SBRR has already been implemented in 2005. The RVR SBCG was acquired and the process of installation is foreseen for 2007.	DECEA	2007	
CHL Chile										
MET 75 SAM	Notify the RVR for CAT I Operations (Annex 3, Chapter 4, Rec. 4.6.3.2)	Chile, transmissometer	The RVR of SCIE and SCCI have not been implemented.	DEC/ 2006		A	To plan the acquisition of the transmissometer or forward-scatter meter for SCCI aerodrome. CORRECTED	DGCA in coordination with the MET authority		
COL Colombia										
MET 42 SAM	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)]	Colombia / Aerodrome meteorological stations	RVRs SKBQ, SKCG and SKLT have not been implemented or are not operational.	JUN/ 1996	Plan the acquisition or repairment of the SKLT RVR.	A	SKBQ RVR in repairment process; SKCG RVR will be acquired; SKRG RVR in repairment process. CORRECTED	UAEAC	2007	
ECU Ecuador										
MET 84 SAM	Observations and routine reports (annex 3, Part I, Chap. 4, Standard 4.3.2 a)	Ecuador, aerodrome meteorological Offices.	The standard has not been implemented.	MAY/ 2007	Update personnel and implement the standard.	A		DGCA		
MET 85 SAM	Observations and routine reports (annex 3, Part I, Chap. 4, Standard 4.4.2 a)	Ecuador, aerodrome meteorological Offices.	The standard has not been implemented.	MAY/ 2007	Update personnel and implement the standard.	A		DGCA		
GUY Guyana										
MET 17 SAM	Exchange of OPMET information (FASID CAR/SAM para. 35 to 39)	Guyana / Aeronautical meteorological stations and meteorological watch offices (MWO) of Georgetown	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.	NOV/ 2006	a) Implement the COM/MET SIP conclusions for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	A		NCAA in coordination with Hidromet Nat. Service		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 44 SAM	Report the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Recommendation 4.7.4 a)]	Guyana / Georgetown aeronautical meteorological station	RVRs SYCJ is not operational.	NOV/ 2006	Plan the repairment of the RVR	A		GCAA in coordination with Natl. MET Service		
MET 61 SAM	Requirements for communications, Annex 3, Chap. 11, Standard 11.1.1	Guyana, COM uit		NOV/ 2006	Suitable communications facilities shall be made available to permit MET offices to supply the required MET information to ATS units.	A	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 the Hydromet Service		
PER Peru										
MET 46 SAM	Notify the RVR for CAT 1 operations (Annex 3, Chap 4, Rec 4.6.3.2)	Peru / Aeronautical meteorological stations	RVRs SPIM MID, SPHI, SPSO and SPTN have not been implemented.	JUN/ 1996	Plan the acquisition or repairment of the RVRs.	A	Chiclayo 2009, Pisco 2010 and Tacna 2011. The RVR MID of Lima, 2009.	CORPAC	2011	
PRY Paraguay										
MET 45 SAM	Notify the RVR for CAT 1 operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Paraguay / aeronautical meteorological stations	RVRs SGAS is functioning but not in operation. The RVR SGES is not in operation.	OCT/ 2006	In SGAS, the equipment is installed but with communication problem. In SGES, the equipment is out of service and the purchase of a semi-automatic meteorological station is planned, including an RVR equipment.	A	In SGAS. Contract with ICAO is being reviewed for the acquisition of the RADIO-MODEM, to carry out the RVR connection and the ATS/MET units ATS/MET (CAP). A project is being developed, which is in the bidding process, for the acquisition of a semi-automatic meteorological station, including RVR for SGES, is foreseen.	DINAC	2007	
SUR Suriname										
MET 21 SAM	Exchange of OPMET information (CAR/SAM FASID para. 35 to 39)	Suriname / Aeronautical meteorological stations and meteorological watch office (MWO) of Paramaribo	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.	JUN/ 1996	a) Implement the COM/MET SIP recommendations for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	A		NCAA in coordination with the MET Centre		

OUTSTANDING DEFICIENCIES

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

GREPECAS/15
WP/16
Appendix B

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 47 SAM	Report the RVR for CAT 1 operations (Annex 3, Part I, Chapter 4, Recommendation 6.3.2)	Suriname / Aeronautical meteorological stations	SMJP RVRs of Zandery - SMJP have not been implemented.	JUN/ 1996	Plan the acquisition or repairment of RVRs.	A		DCA		
MET 64 SAM	Requirements for communications (Annex 3, Standard 11.1.1)	Suriname COM unit		OCT/ 2004	Suitable telecommunications facilities shall be made available to permit MET offices to supply the required MET information to ATS units.	A		NCAA in coordination with the Guyana Hidromet Serv		
URY Uruguay										
MET 22 SAM	Exchange of OPMET information (FASID CAR/SAM para. 35 to 39)	Uruguay / Aeronautical meteorological stations and meteorological watch offices (MWO)	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.	JUN/ 1996	Implement the COM/MET SIP Recommendations for the SAM Region.	A	Coordination between COM/MET.	COM/MET - WMO		
MET 80 SAM	Aerodrome meteorological stations and observations. (Annex 3, Chap 4, Standard 4.1)	Uruguay, SUCA and SURV.	There is not aerodrome meteorological station.	OCT/ 2006	Acquire and install the stations.	A		DINACIA/ DNM		
VEN Venezuela										
MET 67 SAM	FASID Table AOP 1 (CAR/SAM III-AOP 1-39)	Barcelona, Caracas, Maracaibo and Margarita	RVR assessments have not been implemented.	JUN/ 1996		A	Plan the acquisition of the required instruments.	INAC in coordination with the SMN		
MET 68 SAM	Exchange of OPMET information (CAR/SAM ANP Basic, paras. 35 to 39)	Caracs MWO and MET offices	MET offices do not have direct access to AFTN	DEC/ 2004	Implement COM Recommendations of SIP COM/MET for CAR/SAM Regions	A	Project for the modernization of the communications	INAC in coordination with the SMN	DEC/ 2008	
MET 86 SAM	Observations and routine reports (annex 3, Part I, Chap. 4, Standard 4.4.2 a)	Aerodrome Meteorological Offices.	The Standard has not been implemented.	MAY/ 2007	Update personnel and implement the Standard.	B		INAC	AUG/ 2007	

APÉNDICE / APPENDIX C

COORDINADORES NACIONALES GANDD / GANDD NATIONAL COORDINATORS

REGION CAR / CAR REGION

Estado / State	Coordinador / Coordinator	Dirección e-mail / E-mail address
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