



**Agenda Item 3      Review of Deficiencies and Air Navigation subjects in the AGA Field**  
**3.1      Database, Deficiencies and Action Plans in the AGA Field**

**DEFICIENCIES DATABASE IN THE AGA FIELD**

(Presented by the Secretariat)

<b>SUMMARY</b>	
This working paper presents the current version of the ICAO aerodromes deficiencies database for the CAR/SAM Regions for consideration of the Meeting.	
<b>References:</b>	
<ul style="list-style-type: none"><li>• Final Report of the sixth meeting of the GREPECAS Aerodromes and Ground Aids/Aerodrome Operational Planning Subgroup (AGA/AOP/SG/6), San Jose, Costa Rica, 23 to 27 June 2008; and</li><li>• GREPECAS Air Navigation Deficiencies Database (GANDD).</li></ul>	
<b>Strategic Objectives</b>	<i>This working paper is related to Strategic Objectives A and D.</i>

**1.      Introduction**

1.1      The current version of the AGA/AOP database on the reporting form of aerodromes deficiencies in the CAR/SAM Regions is presented in the **Appendix** to this paper.

**2.      Discussion**

2.1      The Meeting should observe that the list of deficiencies presented is still very extensive, even after all the training provided by the AGA/AOP Subgroup and by the ICAO Regional Offices.

**3.      Action suggested**

3.1      The Meeting is invited to review the content of this working paper and mainly its Appendix, and submit the changes and corrections to the table of deficiencies to the Secretariat during this Meeting. Likewise, the Meeting is also invited, if it were the case, to formulate other actions for the elimination /reduction of the AGA deficiencies in the CAR/SAM Regions.

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>ATG Antigua and Barbuda</b>										
AGA 90	CAR Runway Strip (Annex 14, Vol. I, Section 3.4, 3.4.6, 3.4.7)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Runway strip width is insufficient and contains objects in the following areas: East runway end – fence, road & sea West runway end, north side – fence, road, terrain and buildings Central portion south side – fence & terrain	JUL/ 2001	ICAO Visits July 2001 & May 2008	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, ECCAA	DEC/ 2005	There is an ongoing construction project in place.
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, ECCAA	DEC/ 2003	During the visit, earthworks at the end of Runway 07 were observed for a planned extension of 300 m.
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, ECCAA	DEC/ 2004	There is an ongoing construction project in place.
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, ECCAA	DEC/ 2004	There is an ongoing construction project in place.
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, ECCAA	DEC/ 2005	There is a new terminal building design project including an apron expansion.
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, ECCAA	DEC/ 2004	Airfield signs will be provided at the end of the construction project.

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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, ECCAA	JUL/ 2004	The apron pavement repair is included in the terminal building design project and apron expansion.
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, ECCAA	DEC/ 2004	There is a contracting company in charge of the runway enlargement who will carry out these tasks. After the enlargement of Runway 07, the other runway end will be upgraded.
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, ECCAA	JUL/ 2004	The ALS will be repaired at the end of the construction project.
AGA 509 CAR	CAR/SAM ANP FASID Table AOP1	Antigua and Barbuda, St. Johns, V.C. Bird International	Runway 07 does not provide for Category I precision approaches due to the lack of an ILS.	MAY/ 2008	ICAO Visit May 2008	A	Plan to provide the facilities and services required for precision approaches in the future once traffic growth supports the need for this additional guidance and operational efficiency.	Antigua and Barbuda, ECCAA		
AGA 510 CAR	Bird Hazard Reduction (Annex 14, Vol. I, Section 9.4, 9.4.4)	Antigua and Barbuda, St. Johns, V.C. Bird International	Flock of birds was observed coming from the cricket grounds next to the airport	MAY/ 2008	ICAO Visit May 2008	A	Implement necessary bird and wildlife mitigation and control measures at the airport.	Antigua and Barbuda, ECCAA		
AGA 511 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Section 9.2.30)	Antigua and Barbuda, St. Johns, V.C. Bird International	Access from ARFF services facilities to the airfield is not the most direct.	MAY/ 2008	ICAO Visit May 2008	A	Consider the relocation of the ARFF services facility in the design of the new airport development project.	Antigua and Barbuda, ECCAA		
AGA 512 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Section 9.2.34, 9.2.36 & 9.2.38)	Antigua and Barbuda, St. Johns, V.C. Bird International	There is a lack of training for all ARFF personnel including their participation in live fire drills.	MAY/ 2008	ICAO Visit May 2008	A	All ARFF personnel shall be trained and participate in live fire drills commensurate with the types of aircraft and type of equipment in use at the aerodrome	Antigua and Barbuda, ECCAA		

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AGA 513 CAR	Disabled aircraft removal (Annex 14, Vol. I, 9.3.1 & 9.3.2)	Antigua and Barbuda, St. Johns, V.C. Bird International	There is no disabled aircraft removal plan		ICAO Visit May 2008	A	A plan for the removal of an aircraft disabled on or adjacent to the movement area should be established and a coordinator should be designated to implement the plan.	Antigua and Barbuda, ECCAA		

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<b>ABW Aruba</b>										
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.

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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		

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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		

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<b>BHS Bahamas</b>										
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		

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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		
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 all taxiways used at night	Bahamas		
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		
AGA 502 CAR	Bird Hazard Reduction (Annex 14, Vol I, Section 9.4.1 & 9.4.3)	Bahamas, NASSAU, Nassau Intl.	High concentrate of birds in the approach areas.	JUL/ 2009	Reported by IFALPA. December 2008	A	The appropriate authority shall take action to decrease the number of birds constituting a potential hazard to aircraft operations by adopting measures for discouraging their presence on, or in the vicinity of, an aerodrome.	Bahamas		
AGA 503 CAR	Visual approach slope indicator systems (Annex 14, Vol. I, Section 5.3.5.1 & 5.3.5.23)	Bahamas, NORTH ELEUTHERA, North Eleuthera Intl.	There are no PAPIS or VASIS.	JUL/ 2009	Reported by IFALPA. December 2008	A	Awaiting Flight Test.	Bahamas		

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AGA 504 CAR	Markings (Annex 14, Vol. I, Section 5.2.1.4)	Bahamas, NORTH ELEUTHERA, North Eleuthera Intl.	Inadequate Runway Markings	JUL/ 2009	Reported by IFALPA December 2008	A	Runway markings required.	Bahamas		

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<b>BRB Barbados</b>										
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	MAY/ 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. 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. C) The NDB antenna 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. 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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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. 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 beggining/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

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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 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.
AGA 495 CAR	Runway end safety area (Annex 14, Vol. I, Section 3.5 – 3.5.1)	Barbados, GRANTLEY ADAMS INTERNATIONAL AIRPORT	A runway end safety area (RESA) is not provided for either runway end.	SEP/ 2008	ICAO Visit May 2008	A	Provide runway end safety areas by extending the platform or reducing the declared distances.	Barbados	MAY/ 2009	A level survey has been requested as part of the aerodrome survey and this information is expected by 24th September 2008. The compaction testing or advice of alternative action is due by 30th September 2008. It is planned that once the compaction is satisfactory the RESAs will be completed by the end of November 2008. If however the compaction is not satisfactory, then the expected completion date would be May 2009.
AGA 496 CAR	Runway Strip, Annex 14, Vol. I (Section 3.4.9, 3.4.12, 3.4.14)	Barbados, GRANTLEY ADAMS INTERNATIONAL AIRPORT	The runway strip is not graded on the south side.	SEP/ 2008	ICAO Visit May 2008	A	Provide a graded runway strip with adequate longitudinal and transverse slopes.	Barbados	NOV/ 2008	There are two areas still to be addressed. The back grading to the edge of the runway shoulder is expected to be completed by 15th October 2008. The cutting of cap rock outcrops is expected to be completed by 15th November 2008.

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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 497 CAR	Taxiways (Annex 14, Vol. I, Section 3.9 and 3.10)	Barbados, GRANTLEY ADAMS INTERNATIONAL AIRPORT	The taxiways are in very poor condition and without signage.	SEP/ 2008	ICAO Visit May 2008	A	The taxiways need to be repaired; there is a proposed plan to resurface the taxiways and provide signage in the short term.	Barbados	NOV/ 2008	The taxiways are being repaired and taxiway directional and information signs have been installed. They are being wired into the taxiway power circuits as part of the in/progress airfield lighting works. This project is expected to be completed by 30th November 2008 Twenty distance/to/go signs are to be installed and is expected that this will be completed by 30th November 2008.
AGA 498 CAR	Taxiways (Annex 14, Vol. I, Section 3.10)	Barbados, GRANTLEY ADAMS INTERNATIONAL AIRPORT	The taxiway shoulders are not graded and need to be widened.	SEP/ 2008	ICAO Visit May 2008	A	The straight portions of taxiways need to be extended symmetrically on each side of the taxiway, and the surface should be prepared to resist erosion and the ingestion of the surface material by aeroplane engines.	Barbados	MAY/ 2009	Arrangements are being made to increase the width of the taxiway shoulders by two meters on each side. It is estimated that this work will be completed by May 2009.
AGA 499 CAR	Perimeter Road (Annex 14, Vol. I, Section 9.2.26, 9.2.27)	Barbados, GRANTLEY ADAMS INTERNATIONAL AIRPORT	The airfield perimeter road needs to be extended and well prepared, mainly at the east part of the aerodrome.	SEP/ 2008	ICAO Visit May 2008	A	A perimeter road should be provided at the aerodrome. It should be capable of supporting the heaviest vehicles and be usable in all weather conditions.	Barbados	JUN/ 2009	Plans are in place for the improvement and extension of the airport perimeter road. It is expected that the project will be completed by June 2009.

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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 501 CAR	Disabled Aircraft Removal Plan (Annex 14, Vol. I, Section 9.3.1 & 9.3.2)	Barbados, GRANTLEY ADAMS INTERNATIONAL AIRPORT	There is no disabled aircraft removal plan.	SEP/ 2008	ICAO Visit May 2008	A	A plan for the removal of disabled aircraft on or adjacent to the movement area should be established and a coordinator should be designated to implement the plan.	Barbados	JUN/ 2009	It is the responsibility of the aircraft operator to remove disabled aircraft from the airfield. However, the airport operator will ensure that, within its agreements with the aircraft operators, provision is made for the operator to comply with its responsibility. The airport operator will also enter into arrangements with local constructions for the use of heavy equipment and cranes, as required, to remove small aircraft to ensure that any disruption to airport operations is minimal. Arrangements are also to be established with regional air/freight operators and suitable neighboring States for assistance when needed for large aircraft. A Coordinator to implement the completed plan will be identified, it is expected that the necessary plan will be in place by June 2009.

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IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>BLZ Belize</b>										
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		

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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 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		
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 Internatinal Airport (MZBZ)	Aerodrome Certification Process has not begun	NOV/ 2006	ICAO Visit November 2006	A	DCA is cheking the regulation. Process must be accelerated.	Belize		
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 programing the necessary works. The works must be implemented.	Belize		
AGA 460	CAR Runway Strip (Annex 14, Vol.I, Chap.3, 3.4.3)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	North side strips have runway 07-25 have uneven terrain	NOV/ 2006	ICAO Visit November 2006	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		

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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 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		
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		

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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 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		

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks	
1	2	3	4	5	6	7	8	9	10	11	
<b>CYM Cayman Islands</b>											
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.

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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 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.
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.

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IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>CRI Costa Rica</b>										
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 Santamaría	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 Santamaría	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		

# OUTSTANDING DEFICIENCIES

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Appendix A

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 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 Santamaría	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 length, 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 Santamaría	Runway 05/27 does not have RESA	SEP/ 2006	ICAO Visit September 2006	A	Enable RESAs	Costa Rica		
AGA 428 CAR	Obstacles (Annex 14, Vol. I, Chap. 3.6 - 3.6.6)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	Mark the closed perimeter located before threshold 25	SEP/ 2006	ICAO Visit September 2006	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 installations inside and outside the airport are not illuminated	SEP/ 2006	ICAO Visit September 2006	A	Illuminate 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		

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Appendix A

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 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		
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 tha 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 andcertify them as aviation fire fighters	Costa Rica		
AGA 441 CAR	Bird Hazard (Annex 14, Vol. I, Chap.9, 9.4 & 9.5)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	There is no a Wildlife Prevention and mitigation Programme	SEP/ 2006	ICAO Visit September 2006	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 iluminated and the bases are not frangible	SEP/ 2006	ICAO Visit September 2006	A	Include a Maintenance Programme, iluminate indicators and replace bases with frangible structures	Costa Rica		

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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 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		
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		

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IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>CUB Cuba</b>										
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/ 2010	
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.	ECASA	JUN/ 2010	An amendment to the CAR/SAM ANP Table AOP1 was requested since Camaguey no longer has ILS and it does not justify the installation of this type of system for a runway that is normally used in good visibility conditions and has another visual aid such as PAPI.

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>DOM Dominican Republic</b>										
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 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		
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		

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

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1	2	3	4	5	6	7	8	9	10	11
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	Illuminate 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 (MDSB)	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		
AGA 493	CAR Visual Aids (Annex 14, Vol.I, Chap.6, 6.3.1)	Dominican Republic - José Francisco Peña Gómez, Las Américas (MDSB)	The constructions inside the airport are not iluminated.	JAN/ 2007	ICAO Visit January 2007	A	Illuminate 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 (MDSB)	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		

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1	2	3	4	5	6	7	8	9	10	11
<b>SLV El Salvador</b>										
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 the 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		

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1	2	3	4	5	6	7	8	9	10	11
<b>GRD Grenada</b>										
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 & May 2008	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.	ECCAA	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 & May 2008	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 & May 2008	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 & May 2008	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 & May 2008	A	Staff levels should be increased to 9 plus supervisor for Category 9 and 3 vehicles	Grenada	MAR/ 2003	

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>GTM Guatemala</b>										
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		

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1	2	3	4	5	6	7	8	9	10	11
AGA 364 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.2.5)	Guatemala, GUATEMALA, La Aurora	Runway Markings - Runway lacks aiming point marking aint aiming point marking	JUN/ 2006	ICAO Visit June 2006	A	Paint aiming point marking	Guatemala		
AGA 365 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.2.10)	Guatemala, GUATEMALA, La Aurora	Runway Markings - Runway holding position markings are improperly painted. Unevenly located as measured from the runway centrelines, faintly marked, or missing.	JUN/ 2006	ICAO Visit June 2006	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		

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1	2	3	4	5	6	7	8	9	10	11
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		
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. 3.6.6)	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 ICAO Provide new data as a result of scheduled construction	Guatemala		

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1	2	3	4	5	6	7	8	9	10	11
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		
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		

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1	2	3	4	5	6	7	8	9	10	11
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	Jeppesen chart notes that PAPI location relative to runway threshold is unknown. RO/AGA informed that MGTK would ask COCESNA for certification documentation that PAPI is certified for operation	JUN/ 2006	ICAO Visit June 2006	A	MGTK to submit to OACI documentation certifying that PAPI was correctly installed and operational.	Guatemala		
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		

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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 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		
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		

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1	2	3	4	5	6	7	8	9	10	11
<b>HTI Haiti</b>										
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		

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1	2	3	4	5	6	7	8	9	10	11
<b>HND Honduras</b>										
AGA 178	CAR Runway Geometry (Annex 14, Vol. I, Chap. 3.1 & 3.2 - 3.2.1)	Honduras, TEGUCIGALPA, Intl Toncontín	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 Toncontín (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 Toncontín	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 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 Toncontín	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 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 Toncontín	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 Toncontín	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 Toncontín	Obstacles infringing on the take off climb surfaces include topography and vegetation, on Runway 19 also includes fencing and road	NOV/ 2001	ICAO Visit November 2001 & July 2006	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 Toncontín	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 Toncontín	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 Toncontín	There are no signs in the airfield	NOV/ 2001	ICAO Visit November 2001	A	Provide signs in the airfield	Honduras		

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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 Toncontín	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 Toncontín	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 Toncontín	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 Toncontín	Several birds were observed flying over the waste disposal sites reported to be located near the northeast end of the runway and overflying the runway during aircraft operations	NOV/ 2001	ICAO Visit November 2001	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		

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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1	2	3	4	5	6	7	8	9	10	11
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		
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		

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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	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		
AGA 413	CAR Visual Aids (Annex 14, Vol.I, Chap. 5.4.2.8)	Honduras TEGUCIGALPA, Intl Toncontín	The sign for the Runway Designator and Taxiway Location, A-02, needs to be relocated and co-located with the Runway-Holding Point marking for Taxiway A	JUL/ 2006	ICAO Visit July 2006	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 Toncontín	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 Toncontín	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 Toncontín	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 Toncontín	Canals for drainage exists in the graded portion of the runway strip are classified as objects. The long canal covered with concrete slabs adjacent the runway that starts near Runway End 20 does not have an adequate cover to support aircraft loads. An uncovered canal is adjacent to the runway closer to Runway End 02. Several rock and concrete debris piles are found adjacent to the covered canal	JUL/ 2006	ICAO Visit July 2006	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		

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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 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		
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		

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>JAM Jamaica</b>										
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	

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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 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	
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		
AGA 505	CAR Rescue and Fire Fighting (Annex 14, Vol. I, Section 9.2.4, 9.2.5 & 9.2.7)	Jamaica, KINGSTON, Norman Manley Intl.	Reduced RFF services	JUL/ 2009	Reported by IFALPA December 2008	A	The aerodrome category shall be determined based on the longest aeroplanes normally using the aerodrome and their fuselage width.	Jamaica		
AGA 506	CAR Surface of runways (Annex 14, Vol. I, Section 3.1.21)	Jamaica, MONTEGO BAY, Sangster Intl.	Runway surface uneven deteriorates frequently Runway 07 departure end very rough and uneven.	JUL/ 2009	Reported by IFALPA	A	The surface of a runway shall be repaired without irregularities that would result in loss in friction characteristics or otherwise adversely affect the take-off or landing of an aeroplane.	Jamaica		
AGA 507	CAR Approach lighting systems (Annex 14, Vol. I, Section 5.3.4.1)	Jamaica, MONTEGO BAY, Sangster Intl.	Approach lights degraded	JUL/ 2009	Reported by IFALPA December 2008	A	Work is ongoing	Jamaica		
AGA 508	CAR Strength of taxiways (Annex 14, Vol. I, Section 3.9.13, 3.9.14 & 3.9.15)	Jamaica, MONTEGO BAY, Sangster Intl.	Taxiways uneven deteriorates frequently with water accumulation after heavy rain.	JUL/ 2009	Reported by IFALPA December 2008	A	The surface of taxiways should not have irregularities that cause damage to aeroplane structures.	Jamaica		

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1	2	3	4	5	6	7	8	9	10	11
<b>MEX Mexico</b>										
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 deficient for occasional operations of B747, An-124 and A330 and regular operations of B767.	SEP/ 2001	ICAO Visit September 2001	A	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 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		

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AGA 342 CAR	Runway Strip (Annex 14, Vol.I, Chap.3, 3.4, 3.4.2)	México, MÉXICO, Lic.Benito Juárez International Airport	The length of the Runway Strip 05L/23R is insufficient at both runway ends	OCT/ 2008	ICAO Visits - April 2003 and May 2009	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, Rec.3.4.4)	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 perimetral fence, buildings, public roads and elevated manholes.	APR/ 2003	ICAO Visits - April 2003 and May 2009	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 345 CAR	Runway End Safety Area (Annex 14, Vol.I, Chap. 3.5, 3.5.1 and 3.5.2)	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 Visits - April 2003 and May 2009	A	Expand runway end safety areas of Runway 05L/23R or reduce runway declared distances.	AICM (Mexico)		

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1	2	3	4	5	6	7	8	9	10	11
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 Visits - April 2003 and May 2009	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)		
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 Visits - April 2003 and May 2009	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)		The service road is being relocated.
AGA 352 CAR	Visual Aids (Annex 14, Chap. 5.2.1.6, 5.2.14.2)	México, MÉXICO, Lic.Benito Juárez International Airport	There are no security lines on the aprons	APR/ 2003	ICAO Visits - April 2003 and May 2009	A	Provide security lines on the aprons	AICM (Mexico)		
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 Visits - April 2003 and May 2009	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 Visits - April 2003 and May 2009	A	Install the required signs on the airfield	AICM (Mexico)		

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>ANT Netherlands Antilles</b>										
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%).

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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		

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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		
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	

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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 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	
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	

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<b>NIC Nicaragua</b>										
AGA 233 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4.6)	Nicaragua, MANAGUA, Intl Managua	The military helicopters parked on the runway strip are obstacles	MAR/ 2002	ICAO Visit March 2002 & July 2006	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 lighs 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 exemption from compliance with regulations and will establish a procedure taking SMS into account.	Nicaragua		

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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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1	2	3	4	5	6	7	8	9	10	11
<b>KNA Saint Kitts and Nevis</b>										
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	

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1	2	3	4	5	6	7	8	9	10	11
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		

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1	2	3	4	5	6	7	8	9	10	11
<b>LCA Saint Lucia</b>										
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	

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<b>VCT Saint Vincent and the Grenadines</b>										
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 filed with ICAO and published 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 filed with ICAO and published 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	

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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 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	
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	

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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 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	
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		

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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 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		

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IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>TTO Trinidad and Tobago</b>										
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 ICAO visit May 2008	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 & 3.4.7)	Trinidad and Tobago, PORT OF SPAIN, Piarco Intl	Taxiway B and aircraft maintenance apron infringe on the runway strip	MAR/ 2001	ICAO Visits March & December 2001 ICAO Visit May 2008	A	Relocate building and re-align the portion of parallel taxiway B 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 ICAO Visit May 2008	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 ICAO Visit May 2008	A	Install taxiway signs. Action Plan: New signs to be installed	AATT (Trinidad and 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 ICAO Visit May 2008	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 will be relocated to a new building.	Trinidad & Tobago	
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

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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	
AGA 514 CAR	Grading of runway strips (Annex 14, Vol. I, Rec. 3.4.8 & 3.4.9)	Trinidad & Tobago, PORT OF SPAIN, Piarco Intl	The runway strip width within 75 m from runway centreline is not graded.	MAY/ 2008	ICAO visit May 2008	A	Provide a runway strip graded area within a distance of at least 75 m from runway centerline, to minimize damage to aircraft in the event of an aircraft running off the runway and for use by emergency equipment. Action Plan: It is planned the provision of a graded area in the runway strip.	TTCAA		
AGA 515 CAR	Objects on runway strips (Annex 14, Vol. I, 3.4.7 & Rec. 3.4.6)	Trinidad & Tobago, PORT OF SPAIN, Piarco Intl	Open concrete manholes and pits located before runway 10 and at the south side of taxiway B strip are obstacles.	MAY/ 2008	ICAO visit May 2008	A	Cover manholes adequately. Action Plan: It is planned to cover manholes and maintain the adjacent terrain at the same level	TTCAA		
AGA 516 CAR	Taxiway shoulders (Annex 14, Vol. I, 3.10, Rec. 3.10.1 & 3.10.2)	Trinidad & Tobago, PORT OF SPAIN, Piarco Intl	Taxiways B and C shoulder widths are inadequate.	MAY/ 2008	ICAO visit May 2008	A	Widen taxiway shoulder widths. Action Plan: It is planned to widen the taxiway shoulder widths on straight portions not less than 44 m	TTCAA		

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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 517 CAR	Surface of taxiways (Annex 14, Vol. I, Rec. 3.9.14 & 3.9.15)	Trinidad & Tobago, PORT OF SPAIN, Piarco Intl	Taxiway A pavement surface condition deficient.	MAY/ 2008	ICAO visit May 2008	A	The visible damage on the taxiway A pavement needs to be repaired. Action Plan: It is planned to repair the pavement	TTCAA		
AGA 518 CAR	Aprons (Annex 14, Vol. I, Rec. 3.13.1 & 3.13.3)	Trinidad & Tobago, PORT OF SPAIN, Piarco Intl	South part of apron surface is uneven and joints must be replaced and closed.		ICAO visit May 2008	A	The apron surface has irregularities and joints must be replaced and closed. Action Plan: It is planned the rehabilitation of the apron pavement.	TTCAA		

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IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>USA United States</b>										
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).

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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).

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>ARG Argentina</b>										
AGA 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	U	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 Concessionaire 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 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	
AGA 145 SAM	Rescue and Fire Fighting Service (Annex 14, Vol. I, Ch. 9.2 and Doc 8733, Vol. II, FASID)	Argentina/CATARATA S 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	

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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 146 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/CATARATA S 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	
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	

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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 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	Provide 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	
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	

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 167 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/MENDOZA/E 1 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 1 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/P residente 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	
AGA 171 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/NEUQUEN/P residente 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	

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 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		
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	

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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 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	
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	

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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 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	
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/M alvinas 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		

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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 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	

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IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>BOL Bolivia</b>										
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	
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/buildings. 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	

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IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>BRA Brasil</b>										
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		
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 476	SAM Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Pontapora Int'l	ANP requires RFF CAT 6. It is CAT 2	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/07 of its respective Report)	U	Upgrade RFF to CAT 6	BRAZIL/ANAC/INFRAERO		

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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 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		
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		

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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 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		
AGA 492 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Rubem Berta Int'l	ANP requires RFF CAT 3. It is CAT 1	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/23 of its respective Report)	U	Update RFF to CAT 3	BRAZIL/ANAC/INFRAERO		
AGA 493 SAM	Annex 14, Vol. I, Ch. 9; Doc 9137-AN/898, Parts 3 & 8	BRAZIL/ANAC/INFRAERO/Rio de Janeiro Int'l	High vegetation on the RWY and TWY strips	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/24 of its respective Report)	U	Cut and Keep vegetation at adequate height	BRAZIL/ANAC/INFRAERO		
AGA 494 SAM	Annex 14, Vol. I, Ch. 9	BRAZIL/ANAC/INFRAERO/Rio de Janeiro Int'l	The reserve supply of complementary agent was below 200 %	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/25 of its respective Report)	U	Maintain the 200 % minimum supply of complementary agent	BRAZIL/ANAC/INFRAERO		

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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

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>COL Colombia</b>										
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	

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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 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		

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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/CARTAGENA/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 recommende 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 amplitud. 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	

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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 448 SAM	Annex 14, Vol. I, Ch. 9	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int'l Airport	Emergency operations center not well structured	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/01 of its respective Report)	U	Emergency operations center and emergency plan are not well structured. "PENDING ACTION PLAN"	AEROCIVIL/BOGOTA/El Dorado Int'l Airport		Reclassified in 01FEB08 as deficiency "A" according to the GANDD new procedure (GREPECAS fast track)
AGA 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	

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1	2	3	4	5	6	7	8	9	10	11
AGA 450	SAM Annex 14, Vol. I, Ch. 5	COLOMBIA/AEROCIVIL/BOGOTA/EI 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/EI Dorado Int'l Airport	JUL/ 2006	
AGA 451	SAM Annex 14, Vol. I, Ch. 3, Parag. 3.2.4	COLOMBIA/AEROCIVIL/BOGOTA/EI 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/EI Dorado Int'l Airport	2006	
AGA 452	SAM Annex 14, Vol. I, Ch. 3, Par. 3.4.3	COLOMBIA/AEROCIVIL/BOGOTA/EI 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/EI Dorado Int'l Airport	2006	
AGA 453	SAM Annex 14, Vol. I, Ch. 9	COLOMBIA/AEROCIVIL/BOGOTA/EI 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/EI Dorado Int'l Airport	2006	
AGA 454	SAM Annex 14, Vol. I, Ch. 3	COLOMBIA/AEROCIVIL/BOGOTA/EI Dorado Int'l Airport	Depression between threshold and threshold lights (ends of RWY 13L/31R)	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/07 of its respective Report)	U	Eliminate depression between threshold and threshold lights. "PENDING ACTION PLAN"	AEROCIVIL/BOGOTA/EI Dorado Int'l Airport		Reclassified in 01FEB08 as deficiency "A" according to the GANDD new procedure (GREPECAS fast track)
AGA 457	SAM Annex 14, Vol. I, Ch. 4	COLOMBIA/AEROCIVIL/BOGOTA/EI 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/EI Dorado Int'l Airport	MAR/ 2006	
AGA 458	SAM Annex 14, Vol. I, Ch. 3	COLOMBIA/AEROCIVIL/BOGOTA/EI 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/EI Dorado Int'l Airport		

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<b>ECU Ecuador</b>										
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/D AC	2006	
AGA 307	SAM Regional ANP (Doc 8733, FASID CAR/SAM - AOP)	ECUADOR/GUAYAQU IL/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/LATACUN GA/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	

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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		
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/D AC/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/D AC		

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1	2	3	4	5	6	7	8	9	10	11
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 information in the AIP-Ecuador as soon as the operator (QUIPORT) finish the physical characteristics studies (Doc DGAC-j-025-04, 25 JUN 2004).	ECUADOR/D AC	JAN/ 2006	
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/D AC/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/GUAYAQUIL/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/D AC	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/GUAYAQUIL/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/G UAYAQUIL	JUL/ 2006	

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AGA 330 SAM	Emergency (Annex 14, Vol. I, Ch. 9)	ECUADOR/GUAYAQUIL/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/D AC	JUL/ 2006	
AGA 331 SAM	TWY Strip (Annex 14, Vol. I, Ch. 3)	ECUADOR/DAC/GUAYAQUIL/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/GUAYAQUIL/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/GUAYAQUIL/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		

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1	2	3	4	5	6	7	8	9	10	11
<b>GUY Guyana</b>										
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	
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 CJA (Doc GCAA-ICAO/5/312, 20 FEB 2004). Vehicle ordered (Doc ICAO/5/3/1, 22 JUN 2004)	Guyana	NOV/ 2004	

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AGA 255 SAM	Emergency/Other services (Annex 14, Vol. I, Ch. 9.3)	Guyana/TIMEHRI/Cheddi 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	
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		

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<b>PAN Panama</b>										
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/DG AC		
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 NGUINOLA/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	

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1	2	3	4	5	6	7	8	9	10	11
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	
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	

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1	2	3	4	5	6	7	8	9	10	11
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	
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	

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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	
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	Emmergency 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	

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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	
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	

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1	2	3	4	5	6	7	8	9	10	11
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 462 SAM	Annex 14, Vol. I	PANAMA/DGAC/TOCUMEN S.A.	Weak coordination between DGAC area AGA en Tocumen S.A.	APR/ 2006	ICAO regular mission (26-28/APR/06, New Recommended Action AGA/01 of its respective Report)	U	Improve the coordination between DGAC AGA area and Tocumen S.A.	PANAMA/DG AC/TOCUMEN S.A.		
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		
AGA 464 SAM	Doc 8733, Vol. II, FASID	PANAMA/DGAC/BOCAS 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/CHANGUINOLA	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/CHANGUINOLA		
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		

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1	2	3	4	5	6	7	8	9	10	11
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	Officialy 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	Officialy 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 perimetric 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 perimetric fences and respective protection against vandalism for int'l airports	PANAMA/DG AC		

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1	2	3	4	5	6	7	8	9	10	11
<b>PER Peru</b>										
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		
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		

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1	2	3	4	5	6	7	8	9	10	11
<b>PRY Paraguay</b>										
AGA 24	SAM RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Paraguay, Aerodrome of Asuncion/Silvio Pettirossi	The main RWY pavement is in process of deterioration		Detected during mission conducted by ICAO Secretariat Fax letter 22 NOV 2002, from Paraguay	U	ACTION TAKEN: The repair in both ends: 1000m RWY02 and 600m RWY 20 was finalized, and to this date the overlaying of the 100% of the runway is in process. 60 working days is estimated for the finalization of the second phase of 1.700m of runway. ACTION PLAN: Resurface scheduled for the 15m RWY central part for 2006 (Doc DINAC 832/2005, 22 JUL 05)	Paraguay	2006	
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

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1	2	3	4	5	6	7	8	9	10	11
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	
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	

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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 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 Pettrossi	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	
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 Pettrossi	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	

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>SUR Suriname</b>										
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 231	SAM RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Suriname/NEW NICKERIE/Maj. Fernandes Aerodrome	The aerodrome does not have RFF. The Regional ANP recommends Category 3	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	U	Provide RFF Category 3 for the aerodrome and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname		
AGA 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		

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1	2	3	4	5	6	7	8	9	10	11
AGA 429 SAM	Annex 14, Vol. I, Ch. 9 and Doc 9137-AN/898, Part 7	SURINAME/CAA	No emergency plans at airports	JUN/ 2005	ICAO regular mission (30/31/MAY-01 JUN/2005, Recommended Action AGA/01 of its respective Report)	U	Implement emergency plans at airports	CAA		
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		

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AGA 439 SAM	Annex 14, Vol. I, Ch. 1 & Doc 9774	SURINAME/SMUP – ZANDERLY/Johan Adolf Pangel 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		

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1	2	3	4	5	6	7	8	9	10	11
<b>URY Uruguay</b>										
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		

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<b>VEN Venezuela</b>										
AGA 28	SAM Visual Aids (Annex 14, Vol. I, Ch. 5)	Venezuela, MARACAIBO/La Chinita Aerodrome	No PAPI at RWY 20		IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	U	Implement the facility "PENDING ACTION PLAN"	Venezuela		PAPI installation for second semester of 2010 is under study
AGA 75	SAM TWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, CARACAS/Maiquetia Aerodrome	Cracks and vegetation growth on the taxiways, no pavement maintenance. Presence of FOD (loose aggregates)		IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001	U	Reconstruct the taxiways "PENDING ACTION PLAN"	Venezuela		A taxiway repavement plan is currently underway, estimating to be finished during the first semester of 2009
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	Apron is currently 30% repaved and is included within the taxiway repavement plan, estimating to be finished during the first semester of 2009
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	Total RWY 15/33 repavement is scheduled to start in the first quarter of 2009
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 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		Apron is currently 30% repaved and is included within the taxiway repavement plan, estimating to be finished during the first semester of 2009

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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 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		Action plan for PAPI installation scheduled for the first semester of 2009
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 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	The installation of a PAPI for the second semester of 2010 is under study
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	Action plan for PAPI installation scheduled for the first semester of 2009

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AGA 399 SAM	Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/Maraicao	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	Installation of a PAPI for the second semester of 2010 is under study
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	Action plan scheduled for the first semester of 2010
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	Action plan for PAPI installation scheduled for the first semester of 2010
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	Action plan scheduled for the second semester of 2009

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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	Aerodrome excluded from CAR/SAM FASID, Doc. 8733. Conventional procedure for this runway is not taken into account, due to presence of natural obstacles
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 officially 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	Action plan for PAPI installation scheduled for the first semester of 2009
AGA 410 SAM	Annex 14, Vol. I, Sec. 9.3	VENEZUELA/INAC/All airports	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	Maiquetia and Ciudad Guayana disabled aircraft removal plans were delivered. Action plan for the remaining international airports scheduled for the first semester of 2009
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	Action plan scheduled for the first semester of 2009

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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 will 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	Phase IV ended. Total certification estimated for February 2009
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	
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	Action plan scheduled for the second semester of 2009 -- reconstruction and joining of sealings
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	TWYs 30% repaved. TWY repavement action plan scheduled for the first semester of 2009

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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	
AGA 427 SAM	Annex 14, Vol. I, Ch. 4	VENEZUELA/INAC/IA AIM	Presence of concrete boxes > 20 cm of the terrain surface, open box (4m x 4m x ≈ 5 m deep, room for equipments, rigid base for antennas, etc on the RWY strip	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/39 of its respective Report)	U	Eliminate all the obstacles from the RWY strip and provide frangible base for antennas. "PENDING ACTION PLAN" ACTION PLAN: The obstacles will be eliminated and frangible bases will be provided for the antennas (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUN 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	MAR/ 2006	Same has been 70% improved. Work is expected to be ended by the first semester of 2009
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	