



**International Civil Aviation Organization**  
CAR/SAM Regional Planning Implementation Group (GREPECAS)  
**First Meeting of the Communications, Navigation and Surveillance / Air  
Traffic Management Subgroup (CNS/ATM/SG/1)**  
(Lima, Peru, 15 to 19 March 2010)

**Agenda Item 1**      **Follow up to valid CNS and ATM-related conclusions and decisions adopted by GREPECAS and reviewed by the ANC. Analysis to the status of CAR/SAM CNS and ATM air navigation deficiencies**

**REVIEW OF ATM AND CNS DEFICIENCIES**

(Presented by the Secretariat)

**SUMMARY**

This working paper presents the current status ATM and CNS deficiencies reported in the CAR and SAM Regions, and proposes that this paper be examined with a view to its updating and recommending the relevant solutions.

**References:**

- Report of the GREPECAS/15 meeting, Rio de Janeiro, Brazil, 13-17 October 2008;
- Report of the ASB/9 meeting, Lima, Peru, Rio de Janeiro, Brazil, 16 October 2008; and
- GREPECAS Air Navigation Deficiency Database (GANDD) updated at the ICAO NACC and SAM Regional Offices.

<b>ICAO Strategic Objectives:</b>	<i>A: Safety</i> <i>D: Efficiency</i>
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**1. Introduction**

1.1 In keeping with the uniform methodology for the identification, assessment and reporting of air navigation deficiencies developed by the ICAO Council, GREPECAS and its contributory bodies have been examining periodically the status of implementation of the CAR/SAM Regional Air Navigation Plan periodically at their meetings, with a view to the identification and assessment of deficiencies. The ICAO Regional Offices, in coordination with the States, should keep updated the lists of deficiencies and recommend solutions for each of them.

1.2 The GREPECAS/15 meeting, upon examining the lists of deficiencies, formulated Conclusion 15/47 – *Further actions to implement Conclusion ASB/8/2*, with the aim that the ICAO Regional Offices forward IATA and IFALPA the list of “U” air navigation deficiencies currently available in the GANDD and carry out the “U” deficiencies risk assessment. In addition, that States that had not yet done so carry out the “U” deficiency risk assessment and submit results to the accredited Regional Offices for the CAR and SAM Regions.

1.3 GREPECAS/15 meeting, upon analyzing the classification of “A” and “B” deficiencies, approved the use of the ICAO SMS Risk Analysis Model, also used for the classification of “U” deficiencies. Therefore, upon analyzing a deficiency affecting safety using the SMS model, it is noted that a deficiency not related to the risk indices associated with type “U” could be classified as an “A” deficiency, and matters affecting regularity and efficiency of the air operations could be classified as a “B” deficiency.

1.4 GREPECAS/15 meeting, upon analyzing the deficiencies, also formulated Conclusion 15/48 – *Refinement of procedures for classifying and addressing deficiencies*, with the aim that ICAO refine the procedures developed during the ASB/8 Meeting for classifying and addressing “U” deficiencies for all deficiencies, and include in same a procedure to include a 7-working day comment period for State/Territories to verify the data concerning newly identified deficiencies with the accredited ICAO Regional Office before the deficiency is entered into the GANDD and present the results to the next ASB Meeting.

## 2. Analysis

2.1 The Meeting, in follow-up to GREPECAS Conclusion 15/47, sent IATA and IFALPA the list of “U” type air navigation deficiencies currently available in the GANDD, for its analysis under the ICAO SMS risk analysis methodology.

2.2 The risk index information assigned by IATA/IFALPA with regard to “U” type deficiencies was distributed by ICAO to CAR/SAM States/Territories/International Organizations to be analyzed and compared with the risk index assigned by them.

2.3 In the event that a State/Territory/International Organization had not assigned a risk index to the “U” type deficiencies and neither commented upon the index risk assigned by IATA/IFALPA, it was assumed that the State/Territory/International Organization was in agreement with the index risk assigned, as specified in the letter sent by ICAO to States/Territories/International Organizations.

2.4 In the SAM Region, the index risks assigned by IATA/IFALPA to the following States will remain: Argentina (type “U” deficiency CNS 11) with index risk 5B, and Ecuador (type “U” deficiency ATM 5) with index risk 5B, as there was no indication as to the corresponding index risk.

2.5 Appendices A and B to this working paper present the current status of the CAR and SAM Regions “U”, “A” and “B” type deficiencies, respectively.

## 3. Suggested action

3.1 The Meeting is invited to:

- a) take note of the information contained in this working paper;
- b) take note of the list of deficiencies in Appendices A and B to this working paper, for their updating;
- c) inform of the actions being carried out or to be carried out to solve the indicated deficiencies; and
- d) suggest any other action, if appropriate.

# OUTSTANDING DEFICIENCIES

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WP/03

## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM 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>BHS Bahamas</b>										
ATM 18 CAR	Use of the aeronautical phraseology	Bahamas	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	SEP/ 2000	ATS/SG/9, RO ATM/SAR mission in April 2005.	A	Continuous training and supervision in the use of aeronautical phraseology is required, in accordance with what is stated in Doc 4444 PANS-ATM. Bahamas is implementing the ICAO SARPs.	CAA Bahamas	MAR/ 2009	The Bahamas is in the process of converting to complete ICAO procedures and phraseology.

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<b>SLV El Salvador</b>											
ATM	8 CAR	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	El Salvador	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	OCT/ 1995	GREPECAS/5. Collaborative actions have been taken with other states for the recurrent training in the English language of air traffic controllers.	A	a) In order to reach and maintain the English language level required, the State shall establish a permanent and continuous training plan of ATC units, which contemplates the follow-up of the improvements of personnel of ATC units. b) The State shall demand the personnel who works in ATC units, the English language knowledge in compliance with ICAO Annex 1.	CAA El Salvador	MAR/ 2010	Continuous training in the use of aeronautical phraseology is provided by ICCAE.
ATM	24 CAR	Use of the aeronautical phraseology	El Salvador	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	SEP/ 2000	ATS/SG/9. Recurrent courses for the use of aeronautical phraseology for air traffic controllers have been implemented.	A	Continuous training in the use of aeronautical phraseology is provided by ICCAE.	CAA El Salvador	MAR/ 2010	

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**GRD Grenada**

ATM	25 CAR	Use of the aeronautical phraseology	Grenada	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	SEP/ 2000	ATS/SG/9	A	Continuous training and supervision in the use of aeronautical phraseology is required.	ECCAA	MAR/ 2010	a) CAA carries out periodic ATC unit inspections b) continuation of the process of legislative implementation with respect to language proficiency.
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<b>GTM Guatemala</b>										
ATM 68	CAR Anexo 11, Doc 4444, Chap. 2	Guatemala	Lack of ATS safety management in the La Aurora and Las Flores international airports.	SEP/ 2007	ICAO Visit 2007	A	Implement an ATS safety management programme at the La Aurora and Las Flores international airports including: establish the quantity of qualified ATS personnel to perform regulatory and ATS safety oversight duties ; foster specialized ATS personnel training in order to comply with these duties; develop an ATS safety programme with preventive measures to prevent runway incursions; coordinate, publish and diffuse widely among all the ATS and aerodrome operations personnel the operational and vehicle and persons circulation procedures within the aerodrome manoeuvring area.			
ATM 69	CAR Doc 7300, Anexo 11, Doc 4444, Doc 9426	Guatemala	Lack of information on air traffic services(ATIS) capacity	SEP/ 2007	ICAO visit 2007	A	Develop a study on demand and capacity of air traffic services (ATS) including determine the quantity of required ATC work positions; determinare the quantity of required ATC personnel to cover properly the ATS work positions; determinae the quantity of administrative support personnel for ATS; and determine the required specialized personnel for the provision of ATFM service.			
ATM 70	CAR Annex 3; Annex 11, Doc 4444	Guatemala	Lack of operational ATS - MET agreement for the corresponding service	SEP/ 2007	Develop, in coordination with the corresponding authorities the establishment of an ATS/MET agreement and adequate procedures allowing to provide MET assistance regarding ATS.	A				

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**HTI Haiti**

ATM	5	CAR	Provision of Aerodrome Control Services	Haiti/Cap. Haitien Aerodrome	Aerodrome control services are not provided at Cap. Haitien Aerodrome	MAY/ 1998	Mission to the State NACC Office	A	Aerodrome control services should be provided at Cap. Haitien	CAA Haiti	DEC/ 2003	The first stage is to keep flight information in Cap Haitien airport in the mid term and make the necessary changes. This project is on-going, and meanwhile work is done for a new airport project.
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<b>HND Honduras</b>											
ATM	10 CAR	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Honduras	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	OCT/ 1995	GREPECAS/5	A	a) The required English language evaluation was carried out and effectively, its was noted that 60% of the Air Traffic Controllers presented the deficiency. b) It has been required to ensure that the recruitment of new personnel be done in accordance with ICAO standards, as well as English proficiency.	CAA Honduras	MAR/ 2010	Continuous training in the use of aeronautical phraseology provided by ICCAE.
ATM	28 CAR	Use of the aeronautical phraseology	Honduras	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	SEP/ 2000	ATS/SG/9	A	Continuous training in the use of aeronautical phraseology is provided by ICCAE.	CAA Honduras	MAR/ 2010	
ATM	54 CAR	Annex 11, Chapter 3, para. 3.3.3	Honduras TWR and APP of TGU	In the operation of voice recorders equipment of Tegucigalpa airport ATC, the following was detected: . Lack of background recording and sound environment of the workstations of air traffic controllers, . Lack of recording register, and . Lack of synchronization of these systems with a GPS clock for uniformity of time and voice precise and integral register.	JUN/ 2008	ICAO Visit 06/08	A	1. implement an ATC system on voice recording register and control, 2. implement ATC background recording channels and sound environment 3. synchronize this equipment with a GPS clock to harmonize the register time.			
ATM	55 CAR	Annex 11, Chap. 6, para. 6.4.1	HONDURAS, TWR and APP TGU	Tegucigalpa airport counts with a radar display to provide Approach Control Service. Nevertheless, it does not count with the recording of these data for further reproduction.	JUN/ 2008	ICAO Visit 06/08	A	That DGAC implement a radar recording register and control system.			

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ATM 62 CAR	Annex 1, Annex 11, Doc 9854, Doc 9750, Doc 9426	Honduras	Establish an ATM Training Plan. There is not a training programme complying with the required aspects concerning staff proficiency in the different ATS specialization areas.	JUN/ 2008	ICAO visit 06/08	A	Develop and implement a training plan for the next 5 years, in line with ICAO guidelines, defining the selection policies and the required training programmes so that ATS personnel efficiently perform the tasks and duties concerning their post, including: <ul style="list-style-type: none"> <li>p basic training programmes;</li> <li>pfamiliarization or introductory training programmes;</li> <li>refresher training programmes; and</li> <li>professional improvement training programmes.</li> </ul>			
ATM 63 CAR	Anexo 11, Doc 4444, Doc 9859	Honduras	Lack of implementation of ATS safety management programmes.	JUN/ 2008	ICAO visit 06/08	A	Implement ATS safety management programme in line with the requirements of Annex 11 including: <ul style="list-style-type: none"> <li>the publication of regulations on safety management covering the aspects of information sources protection ;</li> <li>implement ATS quality assurance programmes together with a safety management system (SMS) assessment of incidents and accidents events in order to establish the corresponding safety management programmes;</li> <li>assignment of sufficient and qualified ATS personnel to develop and monitor ATS safety management programmes;</li> <li>implement a ATS safety management programme so that the assigned personnel may perform these duties.</li> </ul>			

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ATM 65 CAR Doc 7300, Anexo 11, Doc 4444, Doc 9426, Doc 9854		Honduras	Lack of air traffic services (ATS) capacity and of the Honduras international airports statement.	JUN/ 2008	ICAO visit 06/08	A	Develop a study on demand and capacity of air traffic services (ATS) of Honduras including: determinae the quantity of required ATC work posts; determinare the quantity of required ATC personnel to properly cover the ATC work posts; determinae the quantity of administrative suppor personnel for ATS; determinae the required specialized personnel for the provision of ATFM service; and determinae the capacity of Honduras airports.			
ATM 66 CAR Doc 7300		Honduras	Lack of update of ICAO Annexes and required Procedural Manuals in the Honduras ATS units.	JUN/ 2008	ICAO visit 06/08	A	Request ICAO the amendment corresponding to ATS and SAR Annexes and Documents; dprovide the ATS units with the required basic ICAO documentation in line with their duties; and aupdate the operational ATS and SAR procedural manuals in line with the service units.			

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<b>MEX Mexico</b>										
ATM 51	CAR Annex 10, Annex 11, Doc 444	SENEAM	Lack of updated Air Traffic Control Procedural Manual and Aeronautical Phraseology Procedural Manual.	DEC/ 2008	SENEAM, in coordination with Mexican DGAC should update ATC operational procedural manual and aeronautical phraseology in accordance with ICAO SARPs. The Letter of Agreement between Mexico TWR and TMA should be updated and ATS units should be provided with ICAO required basic documentation corresponding to the service.	A				
ATM 52	CAR Annex 11, Annex 13, Doc 4444, Doc 9859	Mexico	Lack of implementation of ATS safety management programmes.	DEC/ 2008	SENEAM, in coordination with DGAC Mexico, should implement the ATS safety management programmes in line with Annex 11 and Annex 13 requirements, including safety management systems (SMS) programmes; incidents and accidents events risk management programme in order to establish the corresponding ATS safety management programmes; updating manuals concerning incidents and accident investigation; designation of sufficient qualified ATS personnel to develop and monitor ATS safety management programmes; and an ATS safety management training programme so that the designated personnel may perform their duties properly.	A				
ATM 53	CAR Annex 11, Annex 13, Doc 4444, Doc 9859	Mexico City International Airport, Mexican DGAC	Lack of implementation of ATS safety management programmes.	DEC/ 2008	SENEAM, in coordination with DGAC Mexico, should implement the ATS safety management programmes in line with Annex 11 and Annex 13 requirements, including a safety management programme in Mexico City International Airport.	U				

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**NIC Nicaragua**

ATM	1	CAR Provision of air traffic control service CAR/SAM/3 Rec. 5/33	Nicaragua	Some segments of ATS routes of the FIR do not count yet with ATS at the required levels.	SEP/ 1994	GREPECAS/4, Report IATA Conc. 4/10, Appendix 5	A	The INAC informed of an implementation strategy that could be completed in 2008. The International Airports Administrator company (EAAL) requested the CAA to install secondary surveillance radars at the A. C. Sandino International Aiprort and at the Bluefields aerodrome.	INAC Nicaragua	DEC/ 2008
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<b>TTO Trinidad and Tobago</b>										
ATM 56	CAR Annex 1, Annex 11, Doc 9854, Doc 9750 and Doc 9426	Trinidad and Tobago	Lack of ATS Training Programme	AUG/ 2006	That Trinidad and Tobago develop and implement an ATS training programme taking into consideration the future ATM system and resources required for the next 5 years.	A				
ATM 57	CAR Annex 11, Doc 4444	Trinidad and Tobago	Lack of implementation of ATS Safety Management programme.	JUL/ 2006	Implement an ATS safety management programme, which includes: a) establishing the amount of ATS personnel qualified to perform regulation tasks and ATS surveillance safety management; b) promoting specialized personnel training in ATS to accomplish these functions; and c) develop an ATS safety programme with preventive measures to avoid runway incursions.	A				
ATM 58	CAR Annex 11, Doc 9750, Doc 9854	Trinidad and Tobago	Lack of work programme for the implementation of ATM system in the Piarco FIR.	AUG/ 2006	To develop a work programme for the implementation of ATM system in the Piarco FIR, in accordance with the new Global Air Navigation Plan (Doc 9750).	A				
ATM 59	CAR Annex 11, Doc 4444, Doc 9426	Trinidad and Tobago	Lack of procedure to report, file and follow up failures of ATS communication system.	AUG/ 2006	To develop a procedure to report, file and follow up failures of ATS communication in coordination with the Aerodrome Control Tower and the Approach Control unit, to facilitate investigation, requirements and improvements of ATS communication.	A				

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ATM	60 CAR Annex 11, Doc 4444, Doc 9426	Trinidad and Tobago	Lack of information of ATS capacity..	AUG/ 2006	That Trinidad and Tobago carry out a study on demand and capacity of ATS service, to adequately cover the ATC units positions and the future ATFM unit of the FIR Piarco, which includes: a) determining the number of ATC job positions required for the next 5 years; b) determining the number of ATC personnel required to cover adequately the ATC job positions for the next 5 years; c) determining the number of personnel for the administrative support of ATS for the next 5 years; and, d)determining the required specialized personnel for the provision of ATFM service.	A				
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**AIA Anguilla**

CNS	66 CAR	CAR/SAM ANP Vol. II FASID (Doc 8733) CNS Table 1A AFTN PLAN and CNS Table 1C, ATS DIRECT SPEECH CIRCUITS PLAN	E/CAR States and Territories members of the E/CAR AFS Network	Due to failure of the E/CAR AFS Network, AFTN Service is not being provided adequately and data information transmission is out of service in several States/Territories and several ATS voice communications are made through Backup circuits (VC Bird Intl with John A. Osborne TWR (Montserrat), Bradshaw TWR (St. Kitts) and Pointe-a-Pitre APP (French Antilles))	OCT/ 2009	ICAO Visit to Antigua and E/CAR/WG/31 Meeting	U	Recovery of E/CAR Network operation to restore AFTN Service and ATS Voice Communications	E/CAR States and Territories	Nil
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**ATG Antigua and Barbuda**

CNS	65	CAR	CAR/SAM ANP Vol. II FASID (Doc 8733) CNS Table 1A AFTN PLAN and CNS Table 1C, ATS DIRECT SPEECH CIRCUITS PLAN	E/CAR States and Territories members of the E/CAR AFS Network	Due to failure of the E/CAR AFS Network, AFTN Service is not being provided adequately and data information transmission is out of service in several States/Territories and several ATS voice communications are made through Backup circuits (VC Bird Intl with John A. Osborne TWR (Montserrat), Bradshaw TWR (St. Kitts) and Pointe-a-Pitre APP (French Antilles))	OCT/ 2009	ICAO Visit to Antigua and E/CAR/WG/31 Meeting	U	Recovery of E/CAR Network operation to restore AFTN Service and ATS Voice Communications	E/CAR States and Territories	The ECCAA CNS Unit needs to coordinate with TTCAA for the recovery actions of the E/CAR AFS Network operation and restore AFTN services and ATS voice communications. In addition, the ECCAA CNS unit needs to have an active participation in the performance revision and follow-up on the E/CAR AFS Network issues. The ECCAA and the Antigua and Barbuda Airport Authority need to develop an interactive procedure to ease the E/CAR AFS failure reporting and follow-up in coordination with the ECCAA CNS Unit.
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**ABW Aruba**

CNS	29 CAR	Surveillance Systems (Table CNS 4A)	Aruba/Reina Beatrix APP/Aruba's radar	Communications, Navigation and Surveillance	JUN/ 2000	B	Repair the radar.	Aruba		Comments provided during C/CAR/DCA/10 Meeting: Radar system no longer in use. The ICAO NACC Regional Office sent Aruba letter Ref. EMX0867 dated 15 September 2009, requesting further comments on this deficiency.
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<b>BHS Bahamas</b>										
CNS 49	CAR Radio Navigation Aids (Table CNS 3) VOR/DME West End	Bahamas/West End	The VOR/DME stations is recommended in the FASID, but it is not implemented.	JAN/ 2004		B	This station is recommended for the West End Intl. Airport, Grand Bahamas Island.	Bahamas		
CNS 58	CAR/SAM FASID, Doc. 8733, Volume II, Table CNS 3 – Table of Radio Navigation Aids	Bahamas, Nassau International (MYNN)	ILS for runway 14 is out of service	JUL/ 2009	Reported by IFALPA on Annex 19 Information for December 2008	B	Repair/ replace equipment.	Bahamas-Nassau		

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**BRB Barbados**

CNS	67	CAR/SAM ANP Vol. II FASID (Doc 8733) CNS Table 1A AFTN PLAN and CNS Table 1C, ATS DIRECT SPEECH CIRCUITS PLAN	E/CAR States and Territories members of the E/CAR AFS Network	Due to failure of the E/CAR AFS Network, AFTN Service is not being provided adequately and data information transmission is out of service in several States/Territories and several ATS voice communications are made through Backup circuits (VC Bird Intl with John A. Osborne TWR (Montserrat), Bradshaw TWR (St. Kitts) and Pointe-a-Pitre APP (French Antilles))	OCT/ 2009	ICAO Visit to Antigua and E/CAR/WG/31 Meeting	U	Recovery of E/CAR Network operation to restore AFTN Service and ATS Voice Communications	E/CAR States and Territories	Nil
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## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS 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>BLZ Belize</b>										
CNS	9 CAR	ATS Speech Circuits Plan (Table CNS 1C) - Belize APP - Puerto Barrios TWR	Belize-Guatemala/COCESNA	The required circuit is not implemented.	NOV/ 1999	COCESNA informed that the Puerto Barrios Airport changed to a National Airport, therefore, this circuit would no longer be an international requirement.	B	Study and implement a possible via. Action Plan: The category of the Puerto Barrios airport was changed to domestic; therefore, this circuit is no longer an international requirement.		Belize, Guatemala and COCESNA
CNS	57 CAR	ATS speech circuits plan (Table CNS 1C) Belize APP - Merida ACC	Belize and Mexico	The circuit is out of service since 1 June 2003.	JUN/ 2003	Informed during the CA/ANE/WG/3 Meeting and reported by the DCA of Belize.	B	To implement a direct circuit to establish communications in 15 seconds.		Mexico and Belize

# OUTSTANDING DEFICIENCIES

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## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS 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>CYM Cayman Islands</b>
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CNS	60	CAR	CAR/SAM FASID, Doc. 8733, Volume II, Table CNS 3 – Table of Radio Navigation Aids	Cayman Islands, Owen Roberts International (MWCR)	ILS not implemented for runway 08	JUL/ 2009	Reported by IFALPA on Annex 19 Information for December 2008	B	Implement ILS equipment, revise Air Navigation Plan for implementation of GNSS elements or update of runway type according to operations requirements.	Cayman Islands
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# OUTSTANDING DEFICIENCIES

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

# OUTSTANDING DEFICIENCIES

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

# OUTSTANDING DEFICIENCIES

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## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS 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>MTQGLP French Antilles</b>										
CNS 69 CAR	CAR/SAM ANP Vol. II FASID (Doc 8733) CNS Table IC, ATS DIRECT SPEECH CIRCUITS PLAN	Netherlands Antilles/St Maarten	Due to failure of the E/CAR AFS Network, several ATS voice communications are made through Backup circuits.	OCT/ 2009	ICAO Visit to Antigua and E/CAR/WG/31 Meeting	U	Recovery of E/CAR Network operation to restore ATS Voice Communications	Netherlands Antilles/St. Maarten		Nil

# OUTSTANDING DEFICIENCIES

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## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS 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>GRD Grenada</b>										
CNS 63	CAR CAR/SAM FASID, Doc. 8733, Volume II, Table CNS 3 – Table of Radio Navigation Aids	Grenada, St. Georges/ Point Salines	ILS not implemented for runway 10	JUL/ 2009	Reported by IFALPA on Annex 19 Information for December 2008	B	Implement ILS equipment, revise Air Navigation Plan for implementation of GNSS elements or update of runway type according to operations requirements.			
CNS 70	CAR CAR/SAM ANP Vol. II FASID (Doc 8733) CNS Table 1A AFTN PLAN and CNS Table 1C, ATS DIRECT SPEECH CIRCUITS PLAN	E/CAR States and Territories members of the E/CAR AFS Network	Due to failure of the E/CAR AFS Network, AFTN Service is not being provided adequately and data information transmission is out of service in several States/Territories and several ATS voice communications are made through Backup circuits (VC Bird Intl with John A. Osborne TWR (Montserrat), Bradshaw TWR (St. Kitts) and Pointe-a-Pitre APP (French Antilles))	OCT/ 2009	ICAO Visit to Antigua and E/CAR/WG/31 Meeting	U	Recovery of E/CAR Network operation to restore AFTN Service and ATS Voice Communications	E/CAR States and Territories		Nil

# OUTSTANDING DEFICIENCIES

## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS 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

**GTM Guatemala**

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

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

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## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS 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>MSR Montserrat</b>
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CNS	74 CAR	CAR/SAM ANP Vol. II FASID (Doc 8733) CNS Table 1A AFTN PLAN and CNS Table 1C, ATS DIRECT SPEECH CIRCUITS PLAN	E/CAR States and Territories members of the E/CAR AFS Network	Due to failure of the E/CAR AFS Network, AFTN Service is not being provided adequately and data information transmission is out of service in several States/Territories and several ATS voice communications are made through Backup circuits (VC Bird Intl with John A. Osborne TWR (Montserrat), Bradshaw TWR (St. Kitts) and Pointe-a-Pitre APP (French Antilles))	OCT/ 2009	ICAO Visit to Antigua and E/CAR/WG/31 Meeting	U	Recovery of E/CAR Network operation to restore AFTN Service and ATS Voice Communications	E/CAR States and Territories	Nil
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# OUTSTANDING DEFICIENCIES

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## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS 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>ANT Netherlands Antilles</b>										
CNS 23	CAR Radio Navigation Aids (Table CNS 3) - VOR/DME ABA	Netherlands Antilles	DME in bad conditions, and the VOR and DME need to be replaced. VOR/DME ABA is installed in Aruba/Reina Beatrix Intl., but is the responsibility of Netherlands Antilles.	JUN/ 2000		A	VOR DME equipment need to be replaced. Action Plan: Netherlands Antilles has indicated that the VOR/DME ABA is in the process of being replaced.	Netherlands Antilles	DEC/ 2009	Comments provided during C/CAR/DCA/10 Meeting: Two new Doppler VOR/DME systems have been ordered by the CNS provider. One D-VOR/DME will be located at Seru Arikok Aruba to serve as "ABA" VOR/DME en-route aid. This D-VOR/DME system is already delivered. Its installation will start during the coming weeks. The ICAO NACC Regional Office sent Netherlands Antilles letter Ref. EMX0868 dated 15 September 2009, requesting further comments on this deficiency.
CNS 27	CAR Radio Navigation Aids (Table CNS 3) - ILS Cat. I	Netherlands Antilles/Philipsburg/Princess Juliana, St. Maarten I.	This ILS is not implemented.	FEB/ 1999	The facility was recommended for final approach and landing.	A	Netherlands Antilles plans to implement the ILS or GNSS Cat I system should be updated. Action Plan: GNSS procedures will be applied.	Netherlands Antilles		The ILS required for the St. Maarten airport could not be installed due to construction obstacles. Comments provided during C/CAR/DCA/10 Meeting: ILS will not be commissioned at Juliana Int'l. RNAV instrument approach procedures have been implemented. The ICAO NACC Regional Office sent Netherlands Antilles letter Ref. EMX0868 dated 15 September 2009, requesting further comments on this deficiency.

# OUTSTANDING DEFICIENCIES

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## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS 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
CNS 51 CAR	ATS Speech Circuits Plan (Table CNS 1C) Curaçao ACC-Baranquilla ACC	Neetherland Antilles and Colombia	Due to a broken down the circuit was discontinued and the impossibility to replace the Curaçao terminal equipment. For this, the IDD is use.	MAR/ 2003	Informed in the C/CAR WG/3 Meeting	B	Implement in a short-term this circuit through a MEVA II and REDDIG interconnection Action Plan: With the MEVA II / REDDIG interconnection the implementation will be imminent.	Netherlands Antilles and Colombia	DEC/ 2009	Comments provided during C/CAR/DCA/10 Meeting: MEVA II and REDDIG interconnectivity is ready for operational use. NAATC Inc. Is now analyzing the proposed agreement received in order to sign. This deficiency will be eliminated shortly. The ICAO NACC Regional Office sent Netherlands Antilles letter Ref. EMX0868 dated 15 September 2009, requesting further comments on this deficiency.
CNS 71 CAR	CAR/SAM ANP Vol. II FASID (Doc 8733) CNS Table 1A AFTN PLAN and CNS Table 1C, ATS DIRECT SPEECH CIRCUITS PLAN	E/CAR States and Territories members of the E/CAR AFS Network (St Maarten)	Due to failure of the E/CAR AFS Network, AFTN Service is not being provided adequately and data information transmission is out of service in several States/Territories and several ATS voice communications are made through Backup circuits (VC Bird Intl with John A. Osborne TWR (Montserrat), Bradshaw TWR (St. Kitts) and Pointe-a-Pitre APP (French Antilles))	OCT/ 2009	ICAO Visit to Antigua and E/CAR/WG/31 Meeting	U	Recovery of E/CAR Network operation to restore AFTN Service and ATS Voice Communications	E/CAR States and Territories		Nil

# OUTSTANDING DEFICIENCIES

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## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS 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

**KNA Saint Kitts and Nevis**

CNS	72 CAR	CAR/SAM ANP Vol. II FASID (Doc 8733) CNS Table 1A AFTN PLAN and CNS Table 1C, ATS DIRECT SPEECH CIRCUITS PLAN	E/CAR States and Territories members of the E/CAR AFS Network	Due to failure of the E/CAR AFS Network, AFTN Service is not being provided adequately and data information transmission is out of service in several States/Territories and several ATS voice communications are made through Backup circuits (VC Bird Intl with John A. Osborne TWR (Montserrat), Bradshaw TWR (St. Kitts) and Pointe-a-Pitre APP (French Antilles))	OCT/ 2009	ICAO Visit to Antigua and E/CAR/WG/31 Meeting	U	Recovery of E/CAR Network operation to restore AFTN Service and ATS Voice Communications	E/CAR States and Territories	Nil
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# OUTSTANDING DEFICIENCIES

CNS/ATM/SG/1 -  
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## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS 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>LCA Saint Lucia</b>										
CNS 62	CAR/SAM FASID, Doc. 8733, Volume II, Table CNS 3 – Table of Radio Navigation Aids	Saint Lucia, Hewannorra International (TLPL)	ILS not implemented for runway 10		Reported by IFALPA on Annex 19 Information for December 2008	B	Implement ILS equipment, revise Air Navigation Plan for implementation of GNSS elements or update of runway type according to operations requirements.			
CNS 73	CAR/SAM ANP Vol. II FASID (Doc 8733) CNS Table 1A AFTN PLAN and CNS Table 1C, ATS DIRECT SPEECH CIRCUITS PLAN	E/CAR States and Territories members of the E/CAR AFS Network	Due to failure of the E/CAR AFS Network, AFTN Service is not being provided adequately and data information transmission is out of service in several States/Territories and several ATS voice communications are made through Backup circuits (VC Bird Intl with John A. Osborne TWR (Montserrat), Bradshaw TWR (St. Kitts) and Pointe-a-Pitre APP (French Antilles))	OCT/ 2009	ICAO Visit to Antigua and E/CAR/WG/31 Meeting	U	Recovery of E/CAR Network operation to restore AFTN Service and ATS Voice Communications	E/CAR States and Territories		Nil

# OUTSTANDING DEFICIENCIES

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## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS 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>VCT Saint Vincent and the Grenadines</b>
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CNS	75 CAR	CAR/SAM ANP Vol. II FASID (Doc 8733) CNS Table 1A AFTN PLAN and CNS Table 1C, ATS DIRECT SPEECH CIRCUITS PLAN	E/CAR States and Territories members of the E/CAR AFS Network	Due to failure of the E/CAR AFS Network, AFTN Service is not being provided adequately and data information transmission is out of service in several States/Territories and several ATS voice communications are made through Backup circuits (VC Bird Intl with John A. Osborne TWR (Montserrat), Bradshaw TWR (St. Kitts) and Pointe-a-Pitre APP (French Antilles))	OCT/ 2009	ICAO Visit to Antigua and E/CAR/WG/31 Meeting	U	Recovery of E/CAR Network operation to restore AFTN Service and ATS Voice Communications	E/CAR States and Territories	Nil
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# OUTSTANDING DEFICIENCIES

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## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS 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

**TTO Trinidad and Tobago**

CNS	59 CAR	Annex 11, ATS Traffic Services Planning Manual (Doc 9426)	Trinidad & Tobago, Piarco FIR	Frequency congestion on 123.7 in the late afternoon/early evening.	SEP/ 2010	Reported by IFALPA on Annex 19 Information for December 2008	B	Use of another frequency based on sector workload/ reduce oral communications with datalink services/ improve operational coordinations	Trinidad and Tobago	<p>Trinidad and Tobago has signed a contract for four new VHF frequencies (133.1 - North West Sector, 126.5 - North North Sector, 124.0 - South East Sector - and 119.55 MHz- Terminal/Approach) in addition to a complete replacement with all new equipment for the existing 123.7MHz (North East Sector) and 125.4 MHz (South west sector). The implementation has started and is expected to be completed within the last quarter of 2009.</p> <p>The installation of new equipment for VHF frequencies 123.7, 125.4; new frequencies: 133.1, 126.5, 124.0 and 119.55 at 5 high sites is now expected to be completed within the first quarter of 2010 with testing and commissioning to be completed no later than third quarter of 2010.</p>
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# OUTSTANDING DEFICIENCIES

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## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS 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
CNS 64 CAR	CAR/SAM FASID, Doc. 8733, Volume II, Table CNS 4A – Surveillance Systems (CAR Portion)	Trinidad & Tobago, PIARCO FIR	Radar out of service	MAR/ 2010	Reported by IFALPA on Annex 19 Information for December 2008	B	Replace Radar System	Trinidad and Tobago		Trinidad and Tobago is in the process of replacing its radar in Trinidad. The commissioning flight inspection is scheduled for 15th October 2009. The Radar remoting from Barbados and Martinique to Trinidad is under way. We are already receiving data from Martinique and the system is currently under test. Radar Data from Barbados should be completed with this third quarter of 2009.  Radar data from Barbados should be completed within the first quarter of 2010 with merged image of French radars.
CNS 76 CAR	CAR/SAM ANP Vol. II FASID (Doc 8733) CNS Table 1A AFTN PLAN and CNS Table 1C, ATS DIRECT SPEECH CIRCUITS PLAN	E/CAR States and Territories members of the E/CAR AFS Network	Due to failure of the E/CAR AFS Network, AFTN Service is not being provided adequately and data information transmission is out of service in several States/Territories and several ATS voice communications are made through Backup circuits (VC Bird Intl with John A. Osborne TWR (Montserrat), Bradshaw TWR (St. Kitts) and Pointe-a-Pitre APP (French Antilles))	OCT/ 2009	ICAO Visit to Antigua and E/CAR/WG/31 Meeting	U	Recovery of E/CAR Network operation to restore AFTN Service and ATS Voice Communications	E/CAR States and Territories	OCT/ 2009	Nil

# OUTSTANDING DEFICIENCIES

## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE SAR 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>GTM Guatemala</b>										
SAR	4 CAR Annex 12, Doc 9731.	Guatemala	Lack of implementation of Search and Rescue (SAR) service.	SEP/ 2007	ICAO visit 2007	A	Develop an action plan for the implementation of SAR service containing: the development and publication of a SAR regulation including the use, registration and development of ELT on 406 database; establish a national SAR Committee including the coordination between civil and military coordination; designate a SAR point of contact (SPOC) serving as coordinator with the SRSAT system and SAR services of adjacent States; develop a national SAR plan; publish the applicable SAR documentation; establish RSC with the proper equipment; develop a training plan for the personnel involved in coordination, localization and rescue missions; and -implement a qualification/certification procedure for SAR personnel.			

# OUTSTANDING DEFICIENCIES

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## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE SAR 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

**HTI Haiti**

SAR	1	CAR Search and Rescue facilities CAR/SAM/3 Rec. 6/2	Haiti SRR/RCC Port-au-Prince	Search and Rescue	OCT/ 2005	GREPECAS/5., RO ATM/SAR mission in April 2005.	A	A SAR Committee has been put in place in order to prepare the appropriate documentation, make the necessary coordination and implement the SAR Unit. The Procedural Manual and Operation Manual have been adopted. Letters of agreement with different units have been discussed and will be signed soon. A SAR Unit coordinator has been appointed and training is under way to make this unit functional as soon as possible. It is expected that the SAR Unit will be fully operational by the first semester of 2009.	CAA Haiti	JUL/ 2009	
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# OUTSTANDING DEFICIENCIES

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## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE SAR 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

**TTO Trinidad and Tobago**

SAR	2	CAR Search and Rescue facilities CAR/SAM/3 Rec. 6/2	Trinidad and Tobago RCC Piarco	SAR partially implemented	OCT/ 1995	GREPECAS/5	A	Procurement of equipment ongoing for RCC. SAR services provided by Trinidad and Tobago navy.	CAA Trinidad and Tobago/Ministry of Nat.Sec.	DEC/ 2009	SAR Agreements with SRRs and RCCs finished.
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SAR	3	CAR Annex 12, Doc 9731	Trinidad and Tobago	No implementation of the RCC for SAR coordination within the Piarco FIR.	AUG/ 2006	Implement SAR requirements in the Piarco FIR, through: a) the elaboration and publication of a SAR legislation, including the use, registration and development of ELT in 406 data base; b) the establishment of a National SAR Committee, including the coordination among civil and military authorities; c) the development of a National SAR Plan; d) the publication of applicable SAR documentation; e) the establishment of RSC with the adequate equipment; f) the development of a training plan for the personnel involved in the coordination, location and rescue missions; and g) the implementation of a grading/certification for SAR personnel.	A				
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# OUTSTANDING DEFICIENCIES

CNS/ATM/SG/1  
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## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM FIELD IN THE SAM REGION

IDENTIFICATION			DEFICIENCY				ACTION PLAN				
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks	
1	2	3	4	5	6	7	8	9	10	11	
<b>ARG Argentina</b>											
ATM	1 SAM	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Argentina	The proficiency in the English language of some ATC units could be a contributory factor for the occurrence of incidents and/or aeronautical accidents (Annex 1). The level specified in requirements related to language proficiency in the English language will be a requirement as of 05 March 2011.	OCT/ 1995	GREPECAS/5 Reporting of compliance through Attachment C to communication AN/12.44.6-07/68.	U	0. Performance in the English language of some ATC units could be a contributory factor for the occurrence of incidents and/or aeronautical accidents (Annex 1). For 2009-2010 it is expected to obtain level 4 of ICAO. 1. During the mission of 2006 note was taken on the English proficiency programme in ATS (PRONACEII) implemented. DHA habilitates personnel and establishes the initial and recurrent evaluation system. The Regiones Aéreas evaluate locally and supervise personnel. DTA coordinates periodical evaluation.	CRA Argentina	MAR/ 2011	2008: On 17 May 2007, an agreement was signed between the Ministry of Defence and the University of Buenos Aires, School of Philosophy and Humanities, so as to implement, develop, monitor and evaluate training in the English language (ROGER). This agreement complement regulation No. 19/05 (PRONACEII).  2007: An action plan with measures to mitigate the risk, as established in ICAO Assembly Resolution A36-11.

# OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>COL Colombia</b>										
ATM	1 SAM RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Colombia, SAN ANDRES/Sesquicentenario Aerodrome	Rubber contamination on 1st 1000 m of RWY 06. Uneven RWY surface holds numerous large puddles after rain. Poor quality of pavement		IFALPA (EC 2/28 referes)	A	Adopt and implement an airport maintenance programme "PENDING ACTION PLAN"	Colombia		
ATM	286 SAM Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	COLOMBIA/BARRANQUILLA/Ernesto Cortissoz	There is no RWY stripe marking	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/02 of its respective Report)	B	Paint RWY stripe "PENDING ACTION PLAN"	COLOMBIA/AEROCIVIL		

# OUTSTANDING DEFICIENCIES

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

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

**ECU Ecuador**

ATM	5 SAM	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Ecuador	The proficiency in the English language of some ATC units is below the desired level and could be a contributory factor for the occurrence of incidents and/or aeronautical accidents. (Annex 1).	OCT/ 1995	GREPECAS/5	U	1. Incorporate personnel with a good level of colloquial English. 2) Establish a training plan and recurrence of the English language. (Mission 2003: State is encouraged to continue with training plan).	CAD Ecuador	DEC/ 2009	2008: Doc DGAC NB-08-08-114 of 15/07/08 Air Traffic Management expresses that the Training plan continues through years 2008 and 2009.  2007: Ecuador informed that its controllers have not been able to reach level 4 of the language proficiency foreseeing its finalization by 2007.
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# OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>PRY Paraguay</b>										
ATM 10 SAM	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Paraguay	The proficiency in the English language of some ATC units is below the desired level and could be a contributory factor for the occurrence of incidents and/or aeronautical accidents. (Annex 1)	OCT/ 1995	GREPECAS/5	U	Through Note GNA-001/02 dated 22 November 2002, the administration has initiated the training process for the English language proficiency, scheduled to finalize in 2005. (Mission 2004: State is encouraged to maintain the training programme on this field).	DINAC Paraguay	JAN/ 2010	Paraguay informed that the solution is foreseen by 2007. Since April 2009, this course has been initiated as regards English language proficiency level 5 for ATCOs. It is estimated to end by January 2010.

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

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1	2	3	4	5	6	7	8	9	10	11
<b>URY Uruguay</b>										
ATM 11 SAM	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Uruguay	The proficiency in the English language of some ATC units is below the desired level and could be a contributory factor for the occurrence of incidents and/or aeronautical accidents. (Annex 1)	OCT/ 1995	GREPECAS/5	U	Through communication No. 025/02 dated 20 March 2002, the Uruguayan administration informed that they are studying the possibility to reinstate improvement of English courses for ATCOs, planning aeronautical phraseology course for ATCOs with bilingual requirements in Spanish and English. During 2003, training programme was reinitiated to reach level 5 of Annex 1. When hiring new personnel the minimum level required corresponds to the "First Certificate of Advanced English".	DINACIA Uruguay		Uruguay informed that a training system for air traffic controllers in English language proficiency foreseeing its solution by 2007.
ATM 23 SAM	Use of the aeronautical phraseology	Uruguay	In general, the use of aeronautical phraseology does not meet the required levels and it is a relevant factor with regard to ATS incidents	SEP/ 2000	ATM/SAR 02/00-SAM Meeting.	U	1. Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units. 3) Has training programmes (Mission Nov 2003) for the correct use of aeronautical phraseology in Spanish and English languages for ATCOs, with supervision on the adequate use of the same.	DINACIA Uruguay		Uruguay informed that a training process on the use of aeronautical phraseology for air traffic controllers has been implemented, foreseeing its solution by 2006.

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

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1	2	3	4	5	6	7	8	9	10	11
<b>VEN Venezuela</b>										
ATM 25 SAM	Use of the aeronautical phraseology	Venezuela	In general, the use of aeronautical phraseology does not meet the required levels and is a relevant factor with regard to ATS incidents.	SEP/ 2000	ATM/SAR 02/00-SAM Meeting.	U	1. Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units. (E-CAR/SAM-NE ICG/2 Dic 2003). Realization of refreshment courses for ATCOs during 2004.	INAC Venezuela	JUL/ 2010	2008: A recurring training is kept in aerodrome, approach and control centre phraseology, according to the CATC capacities. 2007: Venezuela informed that a continuing process for training in the use of aeronautical phraseology for air traffic controllers has been implemented, foreseeing its solution by 2007.
ATM 205 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Venezuela	Need for the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	Action Plan (2006) 50% implemented.	Indicated State		

# OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>ARG Argentina</b>										
CNS 11 SAM	Aeronautical Mobile Service Plan. Table CNS 1A. Lack of HF communicaitons coverage in the Ezeiza FIR, Oceanic Sector	Argentina	Deficiencies in the HF communications have been identified in the oceanic part of the Ezeiza FIR.	SEP/ 1994	GREPECAS/4. IATA Report.	U	<p>Total renewal of the HF equipments in Ezeiza (October 1999). The HF transmitter and receiver field antenna repaired on October 1999. FA Atlantic circuit, links verified 86,84%.                      1) New position was incorporated for the FA Atlantico.                      2) Operational extension of ACC Ezeiza and TMA Baires.                      3) Incorporation of means of communications between the aeronautical station and the remote equipment, obtaining the noise suppression in aeronautical station of the ACC.                      4) It was Installed a module in the Ezeiza ACC that permit the selection of more than one HF frequency (March 2009).</p> <p>It is foreseen the implementation of the ADS /CPDLC in the ACC of Ezeiza by the end of 2010</p> <p>5)Administrative arrangements for the implementation of an ADS/CPDLC service in Oceanic EZE FIR it is expected on September 2009.</p>	Argentina CAA		Even though the Argentinean Aeronautical Administration has implemented more than one HF frequencies to carry services at Oceanic FIR of Ezeiza ACC, the ATS controller do not use these system.

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>BRA Brasil</b>										
CNS 19	SAM Radio Navigation Service Plan. Table CNS 3. VOR/DME	Brazil, Corumba	This VOR/DME is not implemented	MAY/ 1989	This VOR would support air navigation along the air routes UA300 and UA304. Currently, an NDB is operating at the significant point	A	VOR/DME will be not installed . They asked to remove it fromTable CNS 3 of FASID	Brazil		It will be not implemented
CNS 23	SAM Radio Navigation Service Plan. Table CNS 3. VOR/DME	Brazil, Ilheus	This VOR/DME is not implemented	MAY/ 1989	This facility, recommended for en route navigation, would support the air route UA314. Currently, an NDB is operating at the significant point	B	VOR/DME will be not installed . Brazil asked to remove it fromTable CNS 3 of FASID	Brazil		It willbe not implemented

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

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

**ECU Ecuador**

CNS	29	SAM	Aeronautical Mobile Service Plan, Table CNS 1A. Lack of HF AMS communications in the Guayaquil FIR	Ecuador	Guayaquil AMS HF system out of service	SEP/ 2004	Due to civil works in Guayaquil International Airport the HF station of the mobile aeronautical service is out of service .	A	No information was received on action plan to re install the HF equipments.	Estado	
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## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS FIELD IN THE SAM REGION

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>GUY Guyana</b>										
CNS 30	SAM FASID Table CNS 3	Timehri /Cheddi Jagan Intl Airport	ILS system out of service . This system was installed in 1978. Difficults in its maintenance.	OCT/ 2004	Since the ends of 2003 the ILS system is completely out of service. Lack of spare parts to repair the equipments .This was verified during the CNS mission in Guyana on October 2004.	A	Guyana Civil Aviation Authority informed that in the document project "Rehabilitation of the Air Navigation System Infrastructure Department of Civil Aviation of Guyana GCAA" had included in the project the acquisition of an ILS with DME . It is foreseen its implementation by the end of 2010.	State		
CNS 31	SAM FASID Table CNS 3	Timehri /Cheddi Jagan Intl Airport	DME system out of service . This system was installed in 1978. Difficults in its maintenance. Both DME unities out of service in their RF final power.	OCT/ 2003	Since the ends of 2003 the DME system is completely out of service. Lack of spare parts to repair the equipments .This was verified during the CNS mission in Guyana on October 2004.	A	Guyana Civil Aviation Authority informed that in the document project "Rehabilitation of the Air Navigation System Infrastructure Department of Civil Aviation of Guyana GCAA" had included in the project the acquisition of a DME to be associated with the VOR . It is foreseen its implementation by the end of 2010.	State		

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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

**PER Peru**

CNS	25	SAM Radio Navigation Service Plan. Table CNS 3. ILS CAT II	Peru LIMA- CALLAO/Jorge Chavez	The current ILS sytem meets CAT I performance	MAY/ 1989	According to the Plan, the ILS requires Category II signal quality	B	Peru has indicated that the airport meets operational conditions for the Category. Only pending is ILS flight inspection.	Peru	
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# OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>PRY Paraguay</b>										
CNS 15	SAM Radio Navigation Service Plan. Table CNS 3. DME	Paraguay ASUNCION/S. Pettirossi	This DME is not implemented	MAY/ 1989	This DME is associated with the ILS for approach and landing operations. NDBs are used as markers	A	PARAGUAY informed that they are not going to install the DME associated to the ILS , because the ILS counts with a medium and external radio marker.	Paraguay		It will be not implemented
CNS 21	SAM Radio Navigation Service Plan. Table CNS 3. VOR	Paraguay, Mariscal Estigarribia	This VOR is not implemented	MAY/ 1989	This facility, recommended for en-route navigation, would support air routes UA320 and UA321	A	The modernization project of the Paraguayan air navigation system considers the VOR/DME. Date of VOR/DME implementation was not supplied.	Paraguay		

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

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

**SUR Suriname**

CNS	26 SAM Radio Navigation Service Plan. Table CNS 3. NDB	Suriname PARAMARIBO/Zorg en Hoop	This NDB is not implemented	MAY/ 1989	This facility was recommended for terminal navigation	B	The NDB won't be installed The Aeronautical Administration of Surinam asked to remove the NDB from Table 3 of FASID.	Suriname		It will be not implemented
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