



International Civil Aviation Organization
CAR/SAM Regional Planning Implementation Group (GREPECAS)
**Second Meeting of the Communications, Navigation and Surveillance / Air
Traffic Management Subgroup (CNS/ATM/SG/2)**
(Mexico City, Mexico, 16 to 19 November 2010)

Agenda Item 1: Review to the status of implementation of valid conclusions and measures to mitigate ATM and CNS air navigation deficiencies in the CAR/SAM Regions

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.	
Reference: Report of the CNS/ATM/SG/1 meeting, Lima, Peru, 15-19 March 2010.	
ICAO Strategic Objectives:	<i>A - Safety</i> <i>D - Efficiency</i>

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 CNS/ATM/SG/1 meeting examined the status of the ATM and CNS “U”, “A” and “B” type deficiencies in the CAR/SAM Regions. In this regard, during the meeting it was deemed convenient that SAM deficiencies CNS19 and CNS 23 be considered as completed.

2. **Analysis**

2.1 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, updated since the CNS/ATM/SG1 meeting.

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

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
BHS Bahamas										
ATM 18 CAR	Use of the aeronautical phraseology	Bahamas	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	SEP/ 2000	ATS/SG/9, RO ATM/SAR mission in April 2005.	A	Continuous training and supervision in the use of aeronautical phraseology is required, in accordance with what is stated in Doc 4444 PANS-ATM. Bahamas is implementing the ICAO SARPs.	CAD Bahamas	MAR/ 2009	The Bahamas is in the process of converting to complete ICAO procedures and phraseology.
ATM 82 CAR	Annex 1, Annex 11, Doc 9854, Doc 9750, Doc 9426	Bahamas	There is no training programme that complies with the required aspects for the staff competence in different specialized ATS fields.	NOV/ 2007	Develop and implement a training programme during the next 5 years, according to the ICAO guidelines and to define selection of policies and the required training programmes, in order that the ATS staff efficiently perform its tasks and responsibilities related to their position including: <input type="checkbox"/> basic training programmes; <input type="checkbox"/> familiarization training or introductory programmes; <input type="checkbox"/> recurrent training programmes; <input type="checkbox"/> professional improvement training programmes; and, <input type="checkbox"/> postgraduate training programmes.	A		CAD Bahamas		

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ATM 83 CAR Annex 11, Doc 4444, Doc 9859	Bahamas		ATS management programmes should be developed or implemented, according to Annex 11 requirements.	DEC/ 2007	Implement the required ATS safety management programmes that include: <input type="checkbox"/> publication of safety management regulations, which covers the aspects related to the protection of information; <input type="checkbox"/> utilize the progress achieved in the ATS quality assurance programmes as a platform for a safety management system (SMS) evolution. <input type="checkbox"/> evaluate the incident and accident events, in order to establish the corresponding safety management programmes; <input type="checkbox"/> assigned a sufficient number of ATS personnel qualified to develop and monitor the ATS management safety programmes; <input type="checkbox"/> implement an ATS management training programme so that the assigned personnel could perform its functions.	U				
ATM 84 CAR Annex 1, Annex 2, Annex 11, Annex 15, Doc 9426	Bahamas		Errors in the data processing of flight plans between the ATS units The personnel assigned to the ARO office of the Nassau Intl. airport, carries out functions of aircraft dispatch without having the suitable qualification, this gives origin to omissions in the data processing of flight plans.	DEC/ 2007	Implement in the International Airport of Bahamas, a Flight Information Service and Dispatch and Flight Control office, in order to elaborate, approve, distribute and monitor flight plan data between the ATS units, in accordance with the ICAO guidelines.	A		CAD Bahamas		

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ATM 85 CAR	Annex 11, Doc 4444, Doc 9854, Doc 9750, Doc 8733, GREPECAS Reports	Bahamas	A national ATM system implementation Plan does not exist, according to the ICAO and GREPECAS guidelines.	DEC/ 2007	Develop a work programme for ATM system implementation, according to ICAO guidelines and GREPECAS regional agreements, to: <input type="checkbox"/> optimize the ATS route network and ATS airspace; <input type="checkbox"/> implement RNP approach procedures; <input type="checkbox"/> improve the civil-military coordination; <input type="checkbox"/> establish balance measures between demand and capacity; <input type="checkbox"/> incorporate improvements to the automation for a better ATM situational awareness; <input type="checkbox"/> improve the aerodrome operations and <input type="checkbox"/> improve the processing and coordination of flight plans.	A		CAD Bahamas		
ATM 86 CAR	Doc 7300, Annex 11, Doc 4444, Doc 9426, Doc 9854	Bahamas Intl. Airports	Analysis of the air traffic services (ATS) capacity and of the international airports of Bahamas.	DEC/ 2007	Develop a study on air traffic services (ATS) demand and capacity that includes determining: <input type="checkbox"/> the number of ATC work position required; <input type="checkbox"/> the number of ATC personnel required to cover the ATC work positions, adequately; <input type="checkbox"/> the number of administrative personnel to support ATS; <input type="checkbox"/> the number of specialized personnel required to provide the ATFM service; and, <input type="checkbox"/> Bahamas intl. airports capacity.	A		CAD Bahamas		
ATM 87 CAR	Annex 11, Doc 4444, Doc 9691, GREPECAS	Bahamas	Implementation of hurricanes and volcanic ash procedures	DEC/ 2006	Establish a coordination procedure on the volcanic activity, according to the ICAO and GREPECAS guidelines	A		CAD Bahamas		
ATM 88 CAR	Doc 7300	Bahamas	Update of ICAO Annexes and Manuals on the procedures required for ATS units	DEC/ 2007	. Request to ICAO the correspondent amendments of Annexes and ATS and SAR Documents; and, - Update the ATS and SAR operational procedures Manuals, according to the correspondent service units	A		CAD Bahamas		

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ATM 89 CAR Annex 2		Bahamas	Publication of civil aircraft interception procedures	DEC/ 2007	Publish in the AIP Manual and adequately disseminate the civil aircraft interception procedures, in accordance with the requirements of the ICAO Annex 2.	A				

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CU Curaçao										
ATM	95 CAR Annex 11	Curacao	Large number of LHD reports as a result of ATC loop coordination errors.	MAR/ 2010	Implement an ATS supervision programme to mitigate ATC operational errors.	A				Dominican Republic, Haiti and Netherlands Antilles agreed to hold an ATM multi-lateral meeting in July 2010 to analyze the issue.

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DOM Dominican Republic

ATM	96 CAR Annex 11	Dominican Republic	Large number of LHD reports as a result of ATC loop coordination errors.	MAR/ 2010	Implement an ATS supervision programme to mitigate ATC operational errors.	A				Dominican Republic, Haiti and Netherlands Antilles agreed to hold an ATM multi-lateral meeting in July 2010 to analyze the issue
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SLV El Salvador										
ATM	8 CAR English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	El Salvador	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	OCT/ 1995	GREPECAS/5. Collaborative actions have been taken with other states for the recurrent training in the English language of air traffic controllers.	A	a) In order to reach and maintain the English language level required, the State shall establish a permanent and continuous training plan of ATC units, which contemplates the follow-up of the improvements of personnel of ATC units. b) The State shall demand the personnel who works in ATC units, the English language knowledge in compliance with ICAO Annex 1.	CAA El Salvador	MAR/ 2011	In 2011 the CAA will assess the English proficiency process in accordance with ICAO requirements.
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/ 2011	CAA has established a monitoring programme.

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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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GTM Guatemala										
ATM 68	CAR Annexo 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: <input type="checkbox"/> establish the quantity of qualified ATS personnel to perform regulatory and ATS safety oversight duties ; <input type="checkbox"/> foster specialized ATS personnel training in order to comply with these duties; <input type="checkbox"/> develop an ATS safety programme with preventive measures to prevent runway incursions; <input type="checkbox"/> 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(ATS) capacity	SEP/ 2007	ICAO visit 2007	A	Develop a study on demand and capacity of air traffic services (ATS) including <input type="checkbox"/> determine the quantity of required ATC work positions; <input type="checkbox"/> determinare the quantity of required ATC personnel to cover properly the ATS work positions; <input type="checkbox"/> determinae the quantity of administrative support personnel for ATS; and <input type="checkbox"/> 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 Annex 2, Annex 11	Haiti/Cap. Haitien Aerodrome	Aerodrome control services are not provided at Cap. Haitien Aerodrome	MAY/ 1998	ICAO Missions to the State including 2010	A	Aerodrome control services should be provided at Cap. Haitien	OFNAC	DEC/ 2011	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.
ATM	72 CAR Annex 11, Doc 444, Doc 9859, Circ 314	ATS units in Port-au-Prince	Lack of ATS safety management programmes.	MAR/ 2010	Implement required ATS safety management programmes in Port-au-Prince ATS units according to Annex 11 requirements including: - publication of safety management regulations, which covers the aspects related to the protection of information; - allocation of sufficient number of ATS personnel qualified to develop and monitor the ATS safety management programmes; and, - implement a safety training programme so that the assigned personnel perform its functions.	U		OFNAC	2011	
ATM	73 CAR Annex 11, Doc 4444, Doc 9854, Doc 9750, Doc 8733, GREPECAS Reports	ATS Units in Port-au-Prince	Lack of performance-based air navigation planning to achieve ATM operational improvements	MAR/ 2010	Implement performance-based ATM operational planning to achieve operational improvements according to ICAO guidelines and GREPECAS regional agreements to: - optimize the ATS route network and ATS airspace; - implement RNP approach procedures; - improve civil-military coordination; - establish demand and capacity balancing measures; - improve ATM situational awareness; and - improve aerodrome operations.	A		OFNAC	2011	

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ATM 74	CAR Annex 2; Annex 11, Doc 9426	ATS units in Haiti	Insufficient qualified ATC personnel	MAR/ 2010	Develop and implement a training programme for the next 5 years according to ICAO guidelines, selection of policies and required training programmes in order that ATS staff efficiently perform tasks including: - determine the number of ATC work positions required; - determine the number of ATC personnel required to adequately cover ATC work positions; - determine the number of administrative personnel required to support ATS; and - determine the number of specialized personnel required to provide ATFM services.	U		OFNAC	2011	
ATM 75	CAR Annex 1, Annex 11, Doc 9854, Doc 9750, Doc 9426	ATS units in Haiti	There are insufficient ATM training programmes to ensure professional skills and competencies of the professional staff in different specialized ATS fields	MAR/ 2010	Develop and implement an ATM training programme for the next 5 years according to the ICAO guidelines, selection of policies and required training programmes in order that the ATS staff efficiently perform tasks and responsibilities related to their position including: basic training programmes; familiarization training or introductory programmes; recurrent training programmes; professional improvement training programmes; and postgraduate training programmes.	U		OFNAC	2010	
ATM 76	CAR Annex 11; Doc 4444	ACT Control Tower (TWR) in Port au Prince airport	Necessity of relocation of temporary TWR while new ATC Tower is constructed	MAR/ 2010	Replace and improve conditions of temporary ATC TWR with appropriate indicator, altimeter, clocks and light guns while a new tower is constructed. Relocation should permit good visibility from the ATC positions to maintain visual observation of air operations, vehicles and personnel in the maneuvering area.	U		OFNAC	2011	
ATM 77	CAR Doc 7300	ATS units in Haiti	Lack of ICAO Annexes and ATS Procedural Manuals in the ATS units	MAR/ 2010	Provide corresponding ICAO Annexes and ATS manuals to ATS operational units	A		OFNAC	2011	

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ATM 78	CAR Annex 11, Doc 4444, Doc 9426, Doc 9854	Port au Prince Intl. Airport	Lack of Statement on Air Traffic Services (ATS) capacity in the Port- au-Prince International Airport	MAR/ 2010	Conduct a study on air traffic services (ATS) to determine ATS and airport capacity of MTPP in order to implement demand and capacity balancing measures.	A		OFNAC	2010	
ATM 79	CAR Doc 9426; Cir 241; Circ 247	Port-au-Prince International Airport	Lack of ICAO Human Factors principles in ATC TWR and ACC of Port-au-Prince International Airport	MAR/ 2010	Implement actions to mitigate noise, temperature and health and hygiene conditions in the Control Tower (TWR) and Area Control Centre (ACC) of Port-au- Prince International Airport, according to ICAO ATC human factors principles. Review of ACC conditions should include revision of ATC equipment and positions.	A		OFNAC	2010	
ATM 80	CAR/SAM/3 RAN Recommendation 5/34 – Delivery of ATC Clearance	Port-au-Prince International Airport	Lack of procedure for pilots to receive IFR pre-taxi clearance for departing aircraft at Port-au-Prince International Airport	MAR/ 2010	Implement pre-taxi clearance delivery procedure at Port-au-Prince International Airport	A		OFNAC	2011	
ATM 81	CAR Annex 11, Doc 9426	ATS units in Haiti	Lack of coordination of the Aerodrome Control Tower and the Area Control Center with the ATS Communication Division to report, file and follow-upon of ATS communication failures.	MAR/ 2010	Develop a procedural report to file and follow- up failures of ATS communication so as to facilitate incident investigation requirements and improvements of ATS communication.	A		OFNAC	2011	
ATM 97	CAR Annex 11	Haiti	Large number of LHD reports as a result of ATC loop coordination errors.	MAR/ 2010	Implement an ATS supervision programme to mitigate ATC operational errors.	A				Dominican Republic, Haiti and Netherlands Antilles agreed to hold an ATM multi-lateral meeting in July 2010 to analyze the issue

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HND Honduras										
ATM	10 CAR English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Honduras	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	OCT/ 1995	GREPECAS/5	A	a) The required English language evaluation was carried out and effectively, it 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: - basic training programmes; - familiarization or introductory training programmes; - refresher training programmes; and - professional improvement training programmes.			
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: <input type="checkbox"/> the publication of regulations on safety management covering the aspects of information sources protection ; <input type="checkbox"/> implement ATS quality assurance programmes together with a safety management system (SMS) <input type="checkbox"/> assessment of incidents and accidents events in order to establish the corresponding safety management programmes; <input type="checkbox"/> assignment of sufficient and qualified ATS personnel to develop and monitor ATS safety management programmes; <input type="checkbox"/> implement a ATS safety management programme so that the assigned personnel may perform these duties.			

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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: - determine the quantity of required ATC work posts; - determine the quantity of required ATC personnel to properly cover the ATC work posts; - determine the quantity of administrative support personnel for ATS; - determine the required specialized personnel for the provision of ATFM service; and - determine 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; - provide the ATS units with the required basic ICAO documentation in line with their duties; and - update the operational ATS and SAR procedural manuals in line with the service units.			

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MEX Mexico										
ATM	51 CAR Annex 10, Annex 11, Doc 444	Mexico	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		SENEAM		
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		SENEAM		
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		SENEAM		

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ATM 90	CAR Annex 11, Annex 15, Doc 8168	Mexico	Review of the airspace organization at the TMA Mexico	DEC/ 2008	That SENEAM, in coordination with Mexican DGAC: - review the classification of airspace and speed applicable in the arrival and departure procedures of the TMA Mexico; and - update the publication of AIP with SID, STAR and approach procedures as applicable.	A		SENEAM		
ATM 91	CAR Annex 11, Doc 4444, Doc 9426, Doc 9854, ICAO Safety Roadmap.	Mexico	ATS capacity improvements	DEC/ 2008	That SENEAM, in coordination with DGAC Mexico, develop a study on demand and capacity of Mexican air traffic services (ATS) including: - determine the number of required ATC work positions; - determine the number of required ATC personnel to adequately cover ATC work positions; - determine the required specialized personnel to provide ATFM services; - determine the sector's capacity for the different ATC positions in the ACC Mexico; - implement electronic aids for meteorological risks prevention, as applicable; and - include in the AIP the capacity of ATS.	A		SENEAM		
ATM 92	CAR Doc 7300, Anexo 11, Doc 4444, Doc 9426, Doc 9854.	Mexico City Intl. Airport	Operational capacity restrictions of the Mexico City Intl. Airport (AICM).	DEC/ 2008	That DGAC Mexico, in coordination with SENEAM, develop a study on demand and capacity of the Mexico City Intl. Airport (AICM) including: - determine the airport operational capacity; - improvements to reduce the runway occupation time; - improvements to vehicle and persons circulating at the manoeuvring area; - determine improvements to the required airport operational infrastructure; and - declare the capacity of the AICM.	A		CAA		

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1	2	3	4	5	6	7	8	9	10	11
ATM 93 CAR	Annex 1, Annex 11, Doc 9854, Doc 9750, Doc 9426	Mexico	Establishment of an ATM training plan	DEC/ 2008	That SENEAM, in coordination with DGAC Mexico, develop and implement a formal training plan for the following 5 years defining the required training programmes in accordance with ICAO guidelines so that ATC personnel efficiently develop the tasks and duties concerning its position, including: - basic training programmes; - familiarization or introduction training programmes; - reurring training programmes; and - training programmes for professional improvement	A		SENEAM		
ATM 94 CAR	Annex 11, Doc 4444, Doc 9854, Doc 9750, Doc 8733, Reports of GREPECAS 14 and 15 Meetings.	Mexico	National ATM system implemebtation plan	DEC/ 2008	That SENEAM, in coordination with DGAC Mexico, develop a work programme for the implementation of the ATM system in Mexico, in accordance with ICAO guidelines and GREPECAS regional agreements on: - improvement of civil-military coordination for the flexible use of ATS airspace; - establishment of balance measures between demand and capacity; - improvement of automation for a better ATM situational awareness; - harmonize ATS airspace classification; and - inprovement of aerodrome operations.	A		SENEAM		

OUTSTANDING DEFICIENCIES

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

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 (EAAI) requested the CAA to install secondary surveillance radars at the A. C. Sandino International Aiport and at the Bluefields aerodrome.	INAC Nicaragua	DEC/ 2008
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OUTSTANDING DEFICIENCIES

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
TTO Trinidad and Tobago										
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				

OUTSTANDING DEFICIENCIES

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
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				

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
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	A	Recovery of E/CAR Network operation to restore AFTN Service and ATS Voice Communications. Priority changed from "U" to "A" as per E/CAR/WG Conclusion 32/5.	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
ATG Antigua and Barbuda										
CNS 65	CAR CAR/SAM ANP Vol. II FASID (Doc 8733) CNS Table 1A AFTN PLAN and CNS Table IC, 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	A	Recovery of E/CAR Network operation to restore AFTN Service and ATS Voice Communications. Priority changed from "U" to "A" as per E/CAR/WG Conclusion 32/5.	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.
CNS 77	CAR Annex 10, Vol. IV, Chap. 2, 2.1.1./ Chap 3, 3.1.1.10 Doc 8071, Vol. III, 2.3.13-2.3.15,5.3.14 and 6.2.5	Antigua, Antigua VC Bird (TAPA)	Radar system is implemented but the controllers have not accepted it for control purposes. The following aspects need to be addressed: - PARROT configuration - RMCS rehabilitation - Redundancy - Radar data recovery	OCT/ 2009	ICAO CNS Regional Officer Visit - October 2009	B	The radar service provider (Airports Authority of Antigua and Barbuda), in coordination with ECCAA, should: a) conduct an assessment of the radar system to determine required technical and operational improvements to the system; b) plan and conduct the necessary activities for controller / personnel training in operational procedures; c) consider other surveillance techniques, such as ADS-B and multilateration, to complement or optimize the radar coverage; and d) conduct trials.	Airports Authority of Antigua and Barbuda & ECCAA		

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 78	CAR Doc 7300, Art 28 and 37; Doc 8733 Vol. I, Introduction, No.9 Doc 9734 Part A, 2.4.9	Antigua, Antigua VC Bird (TAPA)	There is no regulatory entity within ECCAA for the regulation and oversight of CNS matters. Currently ECCAA is the service provider for CNS maintenance issues.	OCT/ 2009	ICAO CNS Regional Officer Visit - October 2009	B	ECCAA should continue their process for the creation of a CNS regulatory entity and conduct the necessary actions for having maintenance service provision separate from its regulatory activities, clearly defining the role and activities for each entity.	ECCAA	OCT/ 2009	
CNS 79	CAR Annex 10, Vol. III, Chap. 9	Antigua, Antigua VC Bird (TAPA)	ECCAA has not established a 24-bit aircraft address register.	OCT/ 2009	ICAO CNS Regional Officer Visit - October 2009	B	Establish this register based on guidance given by GREPECAS and in compliance with ICAO SARPs.	ECCAA		
CNS 80	CAR Doc 8733, Vol. I, Part IV, No. 21; Doc 9718, Chap. 5	Antigua, Antigua VC Bird (TAPA)	ECCAA/Antigua and Barbuda had several frequencies assigned in the ICAO NACC database whose use has not been confirmed.	OCT/ 2009	ICAO CNS Regional Officer Visit - October 2009	B	ECCAA should coordinate and confirm the mentioned assignments through the ICAO NACC Regional Office in accordance with the corresponding procedure.	ECCAA		
CNS 81	CAR Annex 10, Vol. II, 2.4 / 2.6	Antigua, Antigua VC Bird (TAPA)	ECCAA CNS Unit Operations Manual does not include: - Procedure for handling radio frequency interference situations - Indications on supervision and managing of out-source maintenance services This manual has not been approved (signed).	OCT/ 2009	ICAO CNS Regional Officer Visit - October 2009	B	ECCAA should: a) revise and update the Operations Manual; and b) approve/sign the document for its application.	ECCAA		

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

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.

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
BHS Bahamas										
CNS	49 CAR	Radio Navigation Aids (Table CNS 3) VOR/DME West End	Bahamas/West End	The VOR/DME stations is recommended in the FASID, but it is not implemented.	JAN/ 2004		B	This station is recommended for the West End Intl. Airport, Grand Bahamas Island.	Civil Aviation Department of Bahamas	
CNS	58 CAR	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.	Civil Aviation Department of Bahamas	
CNS	82 CAR	Annex 10, Vol. I	Nassau APP/TWR	The Nassau ground-navaids were not operational: a) The new ZQA VOR equipment is out of service because of a failure in its power amplifier module. There are no VOR spare parts on site and the purchased spare part is still in customs. b) the ILS is not officially in use since it is still to be flight inspected. C) The ZQA NDB has failed, there are no spare parts and will be decommissioned.	DEC/ 2009	ICAO CNS Regional Officer Visit - December 2009	U	a) Perform repairs and acquire adequate number of spare parts b) Evaluate navigation infrastructure required to provide service according to navigation specifications, including DME/DME/INS analysis if necessary c) Report ICAO of the NDB decommissioning and any other update to requirements in the CAR/SAM ANP; and d) Because of availability of WAAS augmentation signal, evaluation for the implementation of SBAS procedures can be considered.	Civil Aviation Department of Bahamas	JUL/ 2010
CNS	83 CAR	Annex 10, Vol. III, Chap 8; CAR/SAM ANP Vol. I, Part IV, paragraph 11	Nassau APP/TWR	The AFTN message switching system has been out of service for 3 years and an alternative internet-based application is being used.	DEC/ 2009	ICAO CNS Regional Officer Visit - December 2009	A	a) Evaluate the proper and complete delivery of all aeronautical data; b) Plan/implement an ATS message handling service, with an AMHS system; c) coordinate and agree a contingency plan with neighboring states for the handling of AFS information; and d) plan for future improvements including AIDC application and CPLs processing.	Civil Aviation Department of Bahamas	JUN/ 2010
CNS	84 CAR	Annex 10, Vol. I, Chap 2, 2.3	Nassau TWR/APP	There is no information on the operational status of navaids available essential for approach landing and departure.	DEC/ 2009	ICAO CNS Regional Officer Visit - December 2009	A	Implement remote monitoring of navaids	Civil Aviation Department of Bahamas	JUL/ 2010

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 85	CAR Annex 10, Vol. I, Chap 2, 2.2	Nassau APP/TWR	No register of nav aids flight inspections nor ground tests	DEC/ 2009	ICAO CNS Regional Officer Visit - December 2009	A	Follow-up periodic ground and flight tests/inspections and its corresponding register of the nav aids performance	Civil Aviation Department of Bahamas	JUN/ 2010	
CNS 86	CAR Annex 10, Vol. IV, Chap. 2, Doc 9871	Nassau APP/TWR: Radar ASR-8 facility	The ASR-8 radar equipment and control consoles that are in use, show considerable degradation in its functions, due to the age of the equipment. There is also a lack of spares to maintain its operation	DEC/ 2009	ICAO CNS Regional Officer Visit - December 2009	A	a) Conduct an assessment of the radar system ASR-8 and ASR-9 to determine technical and operational improvements to the system and updates, including: - Parrot assessment - Remote control features - Redundancy - Radar data recovery b) Plan replacement of system in case no further updates/improvements are possible due to cost-effectiveness or users' requirements not satisfied. c) Plan and conduct the necessary activities for the users; training including operational procedures d) Consider other surveillance techniques, such as ADS-B and multilateration, to complement or optimize the radar coverage. E) Conduct trials	Civil Aviation Department of Bahamas	JUN/ 2010	
CNS 87	CAR Doc 8733 Vol. I Doc 9734 Part A, 2.4.9	Civil Aviation Department of Bahamas	There is no regulatory entity within CAD for the regulation and oversight of CNS matters. Currently CAD is the CNS maintenance service provider for all its equipment.	DEC/ 2009	ICAO CNS Regional Officer Visit - December 2009	A	a. Continue the process for the creation of a CNS regulatory entity and conduct the necessary actions for having the maintenance service provision separately from its regulatory activities, clearly defining the role and activities for each entity. b. Establish a CNS Maintenance Operations Manual that defines the role, functions, skills certification, responsibilities, post descriptions and other functional requirements of the CNS maintenance unit	Civil Aviation Department of Bahamas	DEC/ 2011	2009 - Reorganization of regulatory and operative matters included in the proposed reorganization of CAD.

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 88 CAR	Annex 10, Vol. III, Chap. 9, Vol. IV, 2.1.6; Doc 8733, Vol. I, Part IV, paragraph 44; NACC/DCA/3 and GREPECAS/14 Conclusions	Civil Aviation Department of Bahamas	A 24-bit aircraft address register has not been established.	DEC/ 2009	ICAO CNS Regional Officer Visit - December 2009	A	Establish this register based on the guidance provided by GREPECAS and in compliance with ICAO SARPs.	Civil Aviation Department of Bahamas	DEC/ 2010	
CNS 89 CAR	Doc 8733 Vol. I, Introduction, GREPECAS Conclusion 15/1	Civil Aviation Department of Bahamas	Air navigation planning should be based on performance and CNS equipment, system and technology should be planned to satisfy operational improvements or achieve operational benefits.	DEC/ 2009	ICAO CNS Regional Officer Visit - December 2009	B	Implement the necessary coordination to procure a national plan based on performance and having the complete participation of all stakeholders involved (Airport Service Providers, NAD, airlines, general aviation users etc.). The NAM/CAR Regional Performance-based Air Navigation Implementation Plan should be used as reference.	Civil Aviation Department of Bahamas	DEC/ 2010	
CNS 90 CAR	Annex 10, Vol. II, 2.4 / 2.6 Doc 8733, Vol. I, Part IV, paragraphs 20 and 51.	Civil Aviation Department of Bahamas	No Procedure for handling radio frequency interference situations	DEC/ 2009	ICAO CNS Regional Officer Visit - December 2009	B	Establish a procedure and the necessary requirements for its implementation, including: - Interaction with the National Spectrum Management Authority; and - Regional frequency coordination with ICAO	Civil Aviation Department of Bahamas	DEC/ 2010	
CNS 91 CAR	Doc 7300, Art. 37	Civil Aviation Department of Bahamas	The latest ICAO amendments and current references for Annex 10 were not available.	DEC/ 2009	ICAO CNS Regional Officer Visit - December 2009	B	a. Provision of ICAO SARPs and guidance material for all technical personnel and b. Establishment of a procedure to keep documentation up to date.	Civil Aviation Department of Bahamas	DEC/ 2010	

OUTSTANDING DEFICIENCIES

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

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1	2	3	4	5	6	7	8	9	10	11
CNS 92 CAR	Doc 8733, Vol. I, Part I, paragraphs 10-12	Civil Aviation Department of Bahamas	Several deficient maintenance aspects were identified: - no preventive maintenance schedule, - several maintenance procedures are missing, - the periodic checks and evaluation of the equipment/system. - lack of maintenance resources, including technical personnel training and funds for transport to remote sites. - No maintenance records or statistics of the equipment performance are kept.	DEC/ 2009	ICAO CNS Regional Officer Visit - December 2009	B	a. Establish and meet maintenance schedules, b. Define and update maintenance procedures c. Conduct periodic checks of the equipment d. Register maintenance activities and perform evaluation of equipment performance e. Provide resources for sufficient technical personnel, including training and other resources to cover all equipments to be maintained.	Civil Aviation Department of Bahamas	DEC/ 2010	

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

BRB Barbados

CNS	67 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	A	Recovery of E/CAR Network operation to restore AFTN Service and ATS Voice Communications Priority changed from "U" to "A" as per E/CAR/WG Conclusion 32/5.	E/CAR States and Territories	Nil
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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
BLZ Belize										
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 Mexico and establish communications in 15 Belize seconds.			

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

CYM Cayman Islands

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

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

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE 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

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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1	2	3	4	5	6	7	8	9	10	11
CRI Costa Rica										
CNS 119	CAR Doc 7300/Art. 28 Doc 8733 Vol I Doc 9734 Part A, 2.4.9	DGCA Costa Rica	The DGCA does not supervise nor regulate the service provided either by the communications Service Provider nor by the meteorological information Provider	APR/ 2009		A	The DGCA must create adequate authorities to supervise, regulate and the quality control of service granted by external entities, and their functions should be clearly different from the service provider and its functions as the regulator entity	DGCA Cost Rica		
CNS 120	CAR Annex 10, Vol. II, 2.4, Doc 8733 Vol I, Introduction, Number 9	DGCA Costa Rica	The DGCA was unaware of future plans for implementation of systems and equipments that involve the CNS area. The CNS Service Provider have several plans in this regard. There is a need for coordination and a joint planning.	APR/ 2009		A	That the DGCA implement appropriate coordination in order that the planning of CNS equipments and systems with the CNS Service Provider be coherent with national plans, current national regulation and regional planning.	DGCA Cost Rica		
CNS 121	CAR Annex 10, Vol. III, Cap. 9, Vol IV, 2.1.6 GREPECAS/14	DGCA Costa Rica	The DGAC has not established an aircraft address record of 24 bits aircrafts	APR/ 2009		B	The DGCA is urged to establish an aircraft address record of 24bits aircraft that operate within its responsibility, as established in the SARPs and GREPECAS regional guidelines.	DGCA Costa Rica		
CNS 122	CAR Doc 7300, Art. 37	DGCA Costa Rica	Despite the Communications Service Provider have technical and management information for the operation and maintenance of equipments, a lack of the availability of the last amendments to SARPs and ICAO guidance material, as well as the CAR/SAM air navigation plan was found.	APR/ 2009		B	That the DGCA: 1. Implement coordination and a procedure that allows the telecommunications Provider the availability of this information. 2. Supervise achievement of this action.	DGCA Cost Rica		
CNS 123	CAR Doc 9718, Chapter 5	DGCA Costa Rica	In the Costa Rica AIP the use of frequency 121.7 MHz at the Liberia Airport is published. This frequency does not appear as assigned to Costa Rica in the ICAO records.	APR/ 2009		B	The DGCA should coordinate frequency assignment through the ICAO NACC Regional Office in accordance with the established procedure.	DGCA Costa Rica		

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CNS 124 CAR	Annex 10, Vol. IV, Chapter 2 Doc. 9871	COCO ACC/APP	The current radar coverage provided by Costa Rica and COCESNA radar sensors does not cover several areas of lower airspace under the control of Costa Rica.	APR/ 2009		B	Analyze other surveillance forms to optimize radar coverage in the lower airspace perhaps through ADS-B, take advantage of the experience of COCESNA in ADS-B data collection as part of the ADS-B trials performed in the region	DGCA Costa Rica		
CNS 125 CAR	Doc. 9884, 2.2.4	COCO ACC/APP	Several new radar signals, as the Puerto Cabezas radar signal, have been incorporated to the new COCO ACC/APP control centre, however, the multiradar integration with other radar signals generates duplicity in the system radar data.	APR/ 2009		B	Analyze the Puerto Cabezas radar individual radar alignment, as well as this signal adjustment values within the multiradar tracking system.	DGCA Costa Rica		
CNS 126 CAR	Doc 9884, 2.2.4	COCO ACC/APP	Improve data radar coverage and redundancy for west and southeast sectors of the airspace under the Costa Rica responsibility.	APR/ 2009		B	Analyze the use of neighbour radar signals, as the case of Panama radar, for its use in the multiradar tracking of the new COCO ACC/APP control centre as a solution and improvement of radar coverage particularly in the upper airspace.	DGCA Costa Rica		
CNS 127 CAR	Table CNS 1C	COCO ACC/APP	The ATS speech communication between the Coco ACC and Panama ACC is performed via a dedicated line through the national telecommunications company, which represents a high cost compared with other similar ATS communications.	APR/ 2009		B	That the DGCA analyze other existing means for the implementation of this communication in a more efficient and cost-effective way, perhaps through regional telecommunications networks as the case of the VSAT MEVA.	DGCA Costa Rica/COCESNA		
CNS 128 CAR	Annex 10, Vol I, 2.3	COCO TWR, COCO APP and Liberia APP	Due to a failure in the monitoring equipment and its respective communications link, monitoring of the operative status of nav aids (ILS/DME and DVOR/DME) in the ATS console units; COCO TWR, COCO APP and Liberia is missing.	APR/ 2009		A	That the DGCA: • coordinate the immediate repair of the display equipment indicating the operative status of the nav aids • coordinate with COCESNA to establish procedures in order to provide information on the operative status of nav aids to control towers and approach centres.	DGCA Costa Rica/COCESNA		

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CNS 129 CAR	Annex 10, Vol. I, 2.1 c) Doc 9613, 1.1.2	DGCA Costa Rica	At this time no planning for studying or evaluating the future implementation of systems to support PBN operations nor long-term evaluation for augmentation systems as SBAS was observed. The application of these new technologies for air navigation is limited to the LNAV procedures implementation with the use of GPS (RNAV Procedures).	APR/ 2009		B	That the DGCA: • analyze regional PBN implementation guidelines • evaluate the more appropriate GNSS elements for the type of operations performed in the airspaces under the responsibility of Costa Rica • define its plan to analyze a GBAS system in MROC • perform planning of its new systems based on performance based navigation requirements	DGCA Costa Rica		
CNS 130 CAR	Doc 8733, Vol. I, Introduction GREPECAS Conclusion 15/1	DGCA Costa Rica	The DGCA does not have a National Plan for the implementation of the Air Navigation Services based on performance objectives.	APR/ 2009		B	That the DGCA: • develop its national plan taking into account the user requirements and coherent to regional performance objectives. • participate in ICAO workshops on the performance based approach	DGCA Costa Rica		
CNS 131 CAR	Doc 8733, Vol I, part IV, num. 21, Doc 7300, Art. 28	COCO ACC/APP	A project to improve radar coverage at lower level for the FIS service in 126.8 MHz frequency (Project for low height coverage) was implemented, however, some areas with lack of coverage at the southern part were detected. Costa Rica has not make operative use of these improvements for the provision of the FIS service	APR/ 2009		B	That the DGCA evaluate the resulting coverages with the radio coverage improvements, carry out appropriate adjustments in the routes involved and operative agreements to improve the FIS service and plan other improvements under a cost-benefit analysis	DGCA Costa Rica		

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CU Curaçao										
CNS 23	CAR Radio Navigation Aids (Table CNS 3) - VOR/DME ABA	Curaçao	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.

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CNS 51 CAR	ATS Speech Circuits Plan (Table CNS 1C) Curaçao ACC-Baranquilla ACC	Netherlands 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.

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MTQGLP French Antilles										
CNS 69 CAR	CAR/SAM ANP Vol. II FASID (Doc 8733) CNS Table 1C, 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	A	Recovery of E/CAR Network operation to restore ATS Voice Communications. Priority changed from "U" to "A" as per E/CAR/WG Conclusion 32/5.	Netherlands Antilles/St. Maarten		Nil

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GRD Grenada										
CNS 63	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/SAM ANP Vol. II FASID (Doc 8733) CNS Table 1A AFTN PLAN and CNS Table IC, 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	A	Recovery of E/CAR Network operation to restore AFTN Service and ATS Voice Communications. Priority changed from "U" to "A" as per E/CAR/WG Conclusion 32/5.	E/CAR States and Territories		Nil

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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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1	2	3	4	5	6	7	8	9	10	11
HTI Haiti										
CNS	98 CAR ICAO Annex 10, Vol. I, II and III Annex 1	Port-au-Prince Toussaint Louverture International Airport: Control Tower (TWR) and its CNS and ATC facilities	TWR along with its ATC and CNS equipment were severely damaged by the earthquake and are out-of- service. Based on an agreement between OFNAC and US FAA, a mobile TWR was deployed on a temporary basis	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	A	It is recommended that OFNAC plan and construct a Control Tower linked to a new Air Navigation Building, including a new Area Control Center fully equipped with the associated ATC and CNS systems and equipment.	OFNAC	DEC/ 2012	
CNS	99 CAR ICAO Annex 10, Vol. II and III Annex 1	Port-au-Prince Toussaint Louverture International Airport: Mobile TWR – Air – ground communication	A common frequency (119.8 MHz) is used for air-ground communication of aerodrome and approach services. Frequency 118.3 MHz, which is assigned for aerodrome service, is not implemented	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	U	OFNAC implement as soon as possible the VHF radio transmitter and receiver on frequency 118.3 MHz for air-ground communication of aerodrome control service at the mobile control tower.	OFNAC	DEC/ 2010	
CNS	100 CAR ICAO Annex 10, Vol. II and III Annex 11	Port-au-Prince Toussaint Louverture International Airport: Mobile TWR – ground – ground communication	The ground-ground communication, including AFTN data and ATS/OPS voice lines, are limited	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	B	OFNAC improve the ground – ground communication, including AFTN, ATS/OPS voice lines and telephone service	OFNAC	DEC/ 2010	
CNS	101 CAR ICAO Annex 10, Vol. II and III	Port-au-Prince Toussaint Louverture International Airport: Mobile TWR – ground – ground communication	There are no Nav aids (ILS/DME and VOR/DME) services status displays at the Control Tower or ACC	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	B	OFNAC implement Nav aids (ILS/DME and VOR/DME) status of services display or mitigation devices at the Control Tower and ACC. In order to implement this task it is also recommended to replace Nav aids tele-command cables	OFNAC	DEC/ 2010	

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CNS 102 CAR	Annex 10, Vol. I, Section 3.3. and pa. 2.7.1	Port-au-Prince Toussaint Louverture International Airport: PAP VOR/DME Station – Terminal / Approach navigation services	<p>The VOR/DME station is a conventional VOR Thomson CSF-model 512C and DME-model 721S that was installed in 1988 and appear to be obsolete without spare parts. The VOR and equipment are in service. However, one of the two VORs is not working. The near surrounding terrain and obstacles appear not to fulfil the technical requirement for a conventional VOR. The VOR signal error is out of tolerance for approach purposes. No ground inspection is periodically carried out. The shelter is in poor condition and rainwater pours through the ceiling and walls.</p> <p>The tele-signalization and tele-control of the Port-au-Prince VOR/DME station does not function due to the fact that the underground telephone line installed between the station and the ACC/Airport has been cut in multiple locations.</p>	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	B	<p>OFNAC should prioritize the replacement of the equipment at the VOR/DME station with a new Doppler VOR and DME equipment; as well as a new shelter, power supply and other auxiliary facilities.</p> <p>OFNAC should include the tele-signalization and tele-control functions in the procurement of a new Doppler VOR/DME.</p>	OFNAC	DEC/ 2012	

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CNS 103 CAR	Annex 10, Vol. I, pa. 2.1.1 and 2.8.1 and Sections 3.1 and 3.3.	Port-au-Prince Toussaint Louverture International Airport: Port-au-Prince ILS/DME Stations	a) GP/DME – ILS Station: Two GP units are serviceable. However, the DME is working in a degraded mode and the monitor for measuring is not operational. The shelter is in poor condition and rain pours through the ceiling door and wall. The power supply is not in good condition. b) LLZ – ILS Station: Two Localizer units are serviceable. The power supply system is in bad condition. The shelter is in poor condition and rain pours through the ceiling and wall. ILS and DME equipment were implemented in 1988; now there are no spares parts. The station is in service; however, it does not comply with the required level of services.	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	B	OFNAC should prioritize the replacement of the equipment at the ILS/DME stations with new GP/DME and LLZ equipment; as well as new shelters, power supply and other auxiliary facilities. OFNAC include the tele-signalization and tele-control functions in the purchase of a new ILS/DME	OFNAC	DEC/ 2012	
CNS 104 CAR	Annex 10, Vol. I, pa. 2.1.1 and 2.8.1 and Section 3.3. Doc. 8071, Vol. I	Port-au-Prince Toussaint Louverture International Airport: Ground and Flight inspection of VOR/DME and ILS/DME stations	The specialized services of ASECNA are hired to carry out flight inspection for the ILS, VOR and DME once a year. The flight inspections for 2010 were scheduled to start in February, however, due to the earthquake the schedule was postponed. No “ground inspection” is periodically carried out. However, US FAA’s specialized aircraft have made flight inspections to ILS/DME and VOR/DME station on January 22 and 23, 2010.	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	B	Flight inspection services of the radio navigation aids are carried out taking into consideration the ICAO recommendations in Doc 8071 Volume I Ground inspections of the ILS and VOR stations between flight inspections.	OFNAC	DEC/ 2011	
CNS 105 CAR	ICAO Annex 10, Vol. I, 2.4.1 and Chap. 3 para. 3.7	Port-au-Prince Toussaint Louverture International Airport: Evolutionary implementation of GNSS elements supporting the regional performance based navigation (PBN)	OFNAC published a national legislation/regulation authorizing the use of GNSS. In addition, OFNAC has published RNAV-RNP procedures based on the GNSS. However, there is a lack of use of these procedures by the operating aircraft.	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	B	OFNAC update national legislation/regulation authorizing the use of GNSS, and develop a national PBN plan. Additionally , it is recommended to participate in the regional project and other initiatives related with the GNSS implementation.	OFNAC	DEC/ 2011	

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CNS 106 CAR	Annex 10, Vol. I, Pa.2.9.1para..2.9.1	Port-au-Prince Toussaint Louverture International Airport: Power Supply System for Air Navigation Services	At the time of the mission, commercial power supply was re-established; however, this network has frequent failures. Secondary power is provided by two diesel motor generators.	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	B	It is recommended that OFNAC in coordination with the “Autorité Aéroportuaire Nationale” (AAN) develop a project in order to implement a suitable secondary power supply to air navigation services.	OFNAC	DEC/ 2011	
CNS 107 CAR	Annex 10, Vol. III Annex 11	Port-au-Prince ACC and its CNS Facilities: Port-au-Prince ACC - Central Rooms, ATC and CNS Facilities	It was observed that the earthquake does not appear to have significantly damaged the central equipment of Port-au-Prince ACC. However, the ACC has only one control sector without surveillance data, which has an auxiliary position and another one to take care of ATS voice communications in the neighbouring centres. In general, the ATC consoles/devices of the ACC centre and the associated CNS equipment, although in operation, have very little useful life left	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	B	It is recommended that OFNAC establish a modernization programme for the ACC by constructing a new room with the new Control Tower building and ATS and CNS equipment modernization programme for its gradual implementation. In order to modernize the ACC, the working sectors of the ACC should be redesigned and the ATC and CNS equipment according to the current and future ATS operational needs.	OFNAC	DEC/ 2012	

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CNS 108 CAR	ICAO Annex 10, Vol. III, Section 2.2 Annex 11 para. 6.1.3	Port-au-Prince ACC and its CNS Facilities: Port-au-Prince ACC - Central Rooms, ATC and CNS Facilities	The earthquake broke the high section of the antenna tower of the remote VHF Station located at "Tete Etang" mountain in the south of Haiti. This remote station is out of service, which operates the 124.5 MHz (ACC); 119.8 (APP); 126.9 (GP) and 121.5 (E) MHz frequencies. Consequently, at the time of the visit the air-ground communications were provided only by the local VHF station located at the ACC in the OFNAC building, which provides limited coverage. It is estimated that the coverage to the south part of the FIR, which extends to OROSA and LIDOL intersections, has deficiencies. These VHF stations use obsolete equipment and some of them have problems. The "Tete Etang" remote VHF station also has problems in the unit for switching transmitters and some couplers.	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	A	OFNAC is implementing a short term action plan to repair the antenna tower of the "Tete Etang" station in order to put in all air-ground communication services at this station as soon as possible. OFNAC should develop an Action Plan to update the VHF/AMS radio equipment of the "Tete Etang" remote station and local station that provides ACC, APP, GP and E communication services as well as the equipment associated with this station. It is also recommended that OFNAC implement a second VHF remote station located on the mountains near Cap Haitien Intl. Airport in order to improve the ACC's VHF coverage to the north portion of Port-au-Prince FIR and improve air-ground communication of Cap Haitien Airport.	OFNAC	DEC/ 2012	
CNS 109 CAR	Annex 10, Vol. I, Att. F	Port-au-Prince ACC and its CNS Facilities: Port-au-Prince ACC – Radio-Link communication between ACC and "Tete Etang" remote VHF for AIR – GROUND COMMUNICATION	OFNAC informed that they received a factory repaired unit of the radio-link system for communication between ACC – VHF "Tete Etang" Station	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	B	OFNAC install, as soon as possible, the repaired unit of radio-link system for communication between ACC – VHF "Tete Etang" Station	OFNAC	DEC/ 2010	
CNS 110 CAR	Annex 10, Vol. III	Port-au-Prince ACC and its CNS Facilities: Port-au-Prince ACC – VOICE COMMUNICATION CONTROL SYSTEM (VCSS)	ACC has not implemented a VCCS that provides integration and easy control of all voice communications access that are needed by the ATS controllers	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	B	It is recommended that OFNAC include in the ACC modernization project the implementation of VCCS integrating the control of air-ground and ground-ground communications.	OFNAC	DEC/ 2012	

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CNS 111	CAR Annex 10, Vol. III, Cap. 4	Port-au-Prince ACC: Ground to Ground Communication	The ATS voice circuits connected between Port-au-Prince ACC and international neighbouring ATS units through the MEVA SAT station work properly. However, there are no communication facilities between the ACC and Cap Haitien Intl. Airport and other airports of the country	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	B	It is recommended that OFNAC coordinate for implementation of a second MEVA VSAT station at Cap Haitien Intl. Airport.	OFNAC	DEC/ 2012	
CNS 112	CAR Annex 10 Vol. II, pa. 4.4.1 Annex 10, Vol. III, Section 3.5 and 3.6	Port-au-Prince ACC: Ground to Ground Communication	There is only one PC terminal for AFTN whose international connection is supported by the MEVA VSAT network and only has a terminal located at the ACC control room and it does not have local AFTN circuits to the MET office and other local units that require this service, nor to the international airports of Haiti. There is no message switching	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	B	OFNAC should establish an Implementation Plan for AMHS message switching. AMHS should be based on the IPS protocol, applying actions to implement the AMHS connected to United States and with sufficient local terminals based on the SARPs and the GREPECAS guidelines.	OFNAC	DEC/ 2012	
CNS 113	CAR ICAO Annex 10, Vol. III, Cap. 4	Port-au-Prince ACC: Ground to Ground Communication	ACC has a lack of facilities to establish ATS communication with ATS units of other airports of the country	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	B	It is recommended that the ACC modernization project include implementation of a ATS voice communication switching system base on use of VoIP.	OFNAC	DEC/ 2012	

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1	2	3	4	5	6	7	8	9	10	11
CNS 114 CAR	Annex 10, Vol. III, Section 3.3	Port-au-Prince ACC: Navigation	<p>En route navigation services in the Port-au-Prince FIR are provided by the OBLEON VOR/DME and use of basic GNSS capability</p> <p>The OBLEON (OBN) VOR/DME station located at a remote mountain is out-of-service; however the OFNAC engineers informed that the equipment of this station is operational without the transmission of identification signal. This equipment is also obsolete. This station has no commercial power supply, so is only supported by two diesel motor generators and 48v battery back-up feed that has experienced several failures. The tele-signalization and tele-control of the station is out-of-service.</p>	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	B	OFNAC should prioritize the substitution of equipment at the OBN VOR/DME station with new Doppler VOR and DME equipment; as well as power supply system, remote tele-signalization, tele-control system, security/protection surveillance system and other auxiliary facilities.	OFNAC	DEC/ 2012	
CNS 115 CAR	Annex 10, Vol. IV Doc 8733, Vol. II, FASID, Table CNS 4A	Port-au-Prince ACC: Surveillance	The ACC has no surveillance data system. It was reported that OFNAC intends to implement a Secondary Surveillance Radar (SSR) plan and a bilateral agreement with Dominican Republic for the implementation of radar data sharing	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	B	<p>OFNAC should continue the SSR implementation plan.</p> <p>Follow- up on efforts to establish bilateral/multilateral agreements with Dominican Republic, Curaçao, and United States to share radar data. These signals could be supported by the MEVA II VSAT Network.</p> <p>Additionally, it is recommended to develop a plan to implement ADS-B in Port-au-Prince FIR / ACC, taking into consideration the pertinent ICAO SARPs and the results of regional initiatives and guidance</p>	OFNAC	DEC/ 2012	

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 116 CAR	Annex 11, Chap. 3 Doc 9750 Doc 9683 Cir 249	Port-au-Prince ACC: ATM Automation	There is no ATS automation level established at the Port-au-Prince ACC	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	B	Taking into consideration operational requirements, ICAO regional guidance and bilateral/multilateral agreements; as part of the modernization of Port-au-Prince ACC, OFNAC should include the implementation plan for ATS automation and exchange of ATM automation data with neighbouring ATC units	OFNAC	DEC/ 2012	
CNS 117 CAR	Doc 8733 Vol. I Doc 9734 Part A, 2.4.9	National standards, regulation and procedures related to CNS matters	Reference national documentation for CNS matters, the following key items still need to be prepared: <ul style="list-style-type: none"> • Regulations related to the role and functions of the Communications Division are very general and require more detail • Most documents require updating and a more elaborated content • Develop more national standards and regulations concerning CNS matters • Differences concerning the ICAO CNS SARPs have not been published in the AIP • Other important documents on organization, standards and procedures 	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	B	OFNAC review, update and develop the national standards, regulations and procedures for the management, certification, control and supervision of the air navigation facilities, including CNS infrastructure, to satisfy performance- based navigation (PBN) and prepare the documentation for safety oversight audit.	OFNAC	DEC/ 2011	
CNS 118 CAR	Doc 8733 Vol. I, Part I, para. 11 and Part II paras. 22 and 23	CNS Technical Staff	There is insufficient technical staff to provide maintenance and operation of the CNS systems and equipment There are CNS technical personnel that have basic knowledge and training; however, they need to take CNS specialized courses and receive more on-the-job training	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	B	OFNAC resolve the need to recruit new CNS technicians / engineers as required based on job descriptions. Additionally, provide technicians specialized courses and carry out training on the equipment and on- the- job training.	OFNAC	DEC/ 2012	

OUTSTANDING DEFICIENCIES

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

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

HND Honduras

CNS 132 CAR Doc 8733 Introduction No. 9, DGCA Honduras
Doc 7300/Art.12

From the consult and review of JUN/ 2008 the CNS systems maintenance plans and programmes, it was observed:

- non-compliance wof maintenance due to lack of funds to carry out missions.
- absence/e/shortage of technical personnel in aeronautical systems at Roatan airports.
- lack of follow-up and d supervision of the operation of systems operated by concessionary companies and service providers such as InterAirport and COCESNA.

A That the DGCA: DGCA
 1. Rreview and improve the ai Honduras navigation structure organization, clearly defining and splitting States functions for the provision of facilities and navigation services, on one side personnel in charge of providing services and on the other personnel in charge of supervision, inspection and control of Service Providers for the provision of these services, setting attention levels. In this way it will contribute to efficiently performed those State functions.
 2. review and improve the organizational structure related to CNS systems.
 3. evaluate technical personnel versus functions to be carried out and identify improvements or required hirings.
 4. train technical personnel in order to have the necessary knowledge of the new air navigation systems and specially those operated by the Service Providers and those to be implemented.

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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1	2	3	4	5	6	7	8	9	10	11
CNS 133 CAR Doc 8733 Introduction No. 9		DGCA Honduras	Part of the communications infrastructure (AMS VHF radios), navigation (specially NDBs) and other processing systems is composed by old equipments, in other cases there are no parts or spare parts and other do not satisfy completely the operational requirements.	JUN/ 2008		A	That the DGCA: 1. Make an analysis and replenishment of parts and spare parts according to the useful life of the equipment. 2. Develop a renewal plan for obsolete equipment in the short and mid-term taking into account the current development plan of systems and equipment in the air traffic control, CNS, as well as other systems and air navigation services aimed at improving the performance and provide the infrastructure capacity to accomplish current and future requirements. In this regard it is recommended to extend the ICAO technical cooperation projects objectives being carried out.			
CNS 134 CAR Doc 7300, Art 37		DGAC Honduras	Personnel does not know the standard, regulations, ICAO SARPs and regional agreements, and also lack this information.	JUN/ 2008		A	That the DGCA: 1. Implement training and induction lessons for personnel for ICAO annexes and SARPs, guidance material in accordance with the area of specialty, etc. 2. Issue and make knowledge of agreements reached by GREPECAS and other meetings whose actions affect or involve DGCA personnel areas. 3. Make efforts so that personnel attend regional meetings 4. Develop action plans in accordance with GREPECAS and ICAO guidelines in order to solve deficiencies detected in the air navigation services and the implementation of the new systems/services.	DGCA Honduras		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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1	2	3	4	5	6	7	8	9	10	11
CNS 135 CAR Doc 8733 Introduction Num. 9,		Toncontin y Roatan TWRs	In the operation and maintenance of the new voice recorders and voice switching system installed in TNT and Roatan, the following have been detected: <ul style="list-style-type: none"> • <input type="checkbox"/> lack of parts and d consumables for the new systems. • <input type="checkbox"/> lack of an installation plan. • <input type="checkbox"/> unavailability of access to files and data stored in the voice recorder • <input type="checkbox"/> lack of of synchronization of these systems with a GPS clock for the hour uniformity and the integral and precise record of voice. 	JUN/ 2008		A	That the DGAC: 1. Provide a lot of spares based on the mean time between failures (MTBF) and the mean time to repair (MTTR) in accordance with the existing equipment inventory. 2. Implement a control of these spares and their replenishment. 3. Require a final instalation/configuration plan, their access and pertinent facilities for its maintenance, with the formal equipment delivery	DGAC Honduras		
CNS 136 CAR Annex 10, Vol. III, Cap. 9, Vol. IV, 2.1.6; Doc 8733, Vol. I, Part IV, para. 44;		DGCA Honduras	Have not established a 24 bits aircraft address plan confere by ICAO to the license State or common mark registering authority	JUN/ 2008		B	The DGCA is urged to establish a 24 bits aircraft address plan confere by ICAO to the license State or the common mark registering authority.			

OUTSTANDING DEFICIENCIES

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

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1	2	3	4	5	6	7	8	9	10	11
MEX Mexico										
CNS 54	CAR VHF/AMS-voice. Aeronautical Mobile Service Plan (Table CNS 2A)	Mexico	Lack of VHF-AMS oral coverage under the FL280 in Houston oceanic FIR in the CTA Merida boundaries with the CTA Monterrey. This requirement does not figure in the Table CNS 2A of the FASID, which ICAO is coordinating with the United States.	JAN/ 2002	RO/ATM mission	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 Mexico and establish communications in 15 seconds. Action Plan: Mexico will send a proposal on this regard.		DEC/ 2009	

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1	2	3	4	5	6	7	8	9	10	11

MSR Montserrat

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	A	Recovery of E/CAR Network operation to restore AFTN Service and ATS Voice Communications Priority changed from "U" to "A" as per E/CAR/WG Conclusion 32/5.	E/CAR States and Territories	Nil
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OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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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	A	Recovery of E/CAR Network operation to restore AFTN Service and ATS Voice Communications. Priority changed from "U" to "A" as per E/CAR/WG Conclusion 32/5.	E/CAR States and Territories	Nil
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OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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1	2	3	4	5	6	7	8	9	10	11
LCA Saint Lucia										
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 IC, 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	A	Recovery of E/CAR Network operation to restore AFTN Service and ATS Voice Communications. Priority changed from "U" to "A" as per E/CAR/WG Conclusion 32/5.	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			
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1	2	3	4	5	6	7	8	9	10	11

VCT Saint Vincent and the Grenadines

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	A	Recovery of E/CAR Network operation to restore AFTN Service and ATS Voice Communications. Priority changed from "U" to "A" as per E/CAR/WG Conclusion 32/5.	E/CAR States and Territories	Nil
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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
SM Sint Maarten										
CNS 71	CAR CAR/SAM ANP Vol. II FASID (Doc 8733) CNS Table 1A AFTN PLAN and CNS Table IC, 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	A	Recovery of E/CAR Network operation to restore AFTN Service and ATS Voice Communications. Priority changed from "U" to "A" as per E/CAR/WG Conclusion 32/5.	E/CAR States and Territories		Nil
CNS 137	CAR Annex 10, Vol. I, Chap 2, 2.3	Juliana APP	There is no provision of information on the operational status of radio navigation services.	JUN/ 2010	ICAO CNS Regional Officer Visit - June 2010	A	Implement remote monitoring / display of navaid status	Princess Juliana International Airport (PJIAE)	DEC/ 2011	
CNS 138	CAR Annex 10, Vol. I, Chap. 2, 2	Juliana CTR	Navaid flight and ground tests are not carried out in accordance with ICAO recommended frequency.	JUN/ 2010	ICAO CNS Regional Officer Visit - June 2010	A	Ensure periodic ground and flight tests and corresponding registry of navaid performance.	Princess Juliana International Airport (PJIAE)	APR/ 2011	
CNS 139	CAR Annex 10, Vol. I, Chap. 3, 3.3	PJM VOR/DME Facility	Flight-inspection reported irregularities that affected the overall performance of the equipment	JUN/ 2010	ICAO CNS Regional Officer Visit - June 2010	A	Conduct ground tests, make adjustments and verify improvements from flight-check.	Princess Juliana International Airport (PJIAE)	APR/ 2011	
CNS 140	CAR Annex 10, Vol. III, Chap. 9, Vol. IV 2.1.6 CAR/SAM ANP, Vol. I, Part IV, Para. 44 NACC/DCA/3 and GREPECAS/14 Conclusions	Princess Juliana International Airport (PJIAE)	A 24-bit aircraft address register has not been established.	JUN/ 2010	ICAO CNS Regional Officer Visit - June 2010	B	Establish this register based on the guidance provided by GREPECAS and in compliance with ICAO SARPs.	Princess Juliana International Airport (PJIAE)	DEC/ 2011	

OUTSTANDING DEFICIENCIES

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1	2	3	4	5	6	7	8	9	10	11
CNS 141 CAR	Annex 10, Vol. II, 2.4 / 2.6 CAR/SAM ANP, Vol. I, Part IV, paragraphs 20 and 51	Princess Juliana International Airport (PJIAE)	There are no established procedures for handling radiofrequency interference situations.	JUN/ 2010	ICAO CNS Regional Officer Visit - June 2010	B	Establish a procedure and the necessary indications for its implementation, including: - Interaction with the National Spectrum Management Authority; and - Regional frequency coordination with ICAO. Be aware of the use of different frequencies in the Aeronautical Spectrum for the Juliana TMA.	Princess Juliana International Airport (PJIAE)	DEC/ 2010	
CNS 142 CAR	Annex 10, Vol. III, Part I, 3.5, 3.2, 8.4	Princess Juliana International Airport (PJIAE)	AFTN Improvements and AMHS Implementation for operational benefits	JUN/ 2010	ICAO CNS Regional Officer Visit - June 2010	B	a) Use the alternative internet-based AFTN applications available within the MEVA II Network as a contingency measure in case of a MEVA II Network service outage. b) Coordinate and develop a contingency plan with neighboring States for alternative routing of AFTN messages. c) Plan and coordinate the implementation and use of AMHS capacities and functionalities within the Juliana TMA and its international connections. PJIAE should register with the ICAO ATS Messaging Management Centre (AMC) for the implementation and operation of the AMHS.	Princess Juliana International Airport (PJIAE)	DEC/ 2011	
CNS 143 CAR	CAR/SAM ANP, Doc 8733, Vol. I	MEVA VSAT Antenna	Corrosion was identified on several parts including the inclination screws.	JUN/ 2010	ICAO CNS Regional Officer Visit - June 2010	B	Remove all corrosion and perform a lubrication / greasing process.	Princess Juliana International Airport (PJIAE)	DEC/ 2010	

OUTSTANDING DEFICIENCIES

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

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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		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. 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.

OUTSTANDING DEFICIENCIES

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

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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 IC, 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	A	Recovery of E/CAR Network operation to restore AFTN Service and ATS Voice Communications. Priority changed from "U" to "A" as per E/CAR/WG Conclusion 32/5.	E/CAR States and Territories	OCT/ 2009	Nil
CNS 93 CAR	Annex 10, Vol. I, Chap 2, 2.3	PIARCO APP	There is no provision of information on the operational status of radio navigation services		ICAO CNS Regional Officer Visit - December 2009	A	Implement remote monitoring/ display of nav aids status.	Trinidad and Tobago Civil Aviation Authority		TTCAA: The implementation of a nav aids monitor is planned within the Modernization Project.

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1	2	3	4	5	6	7	8	9	10	11
CNS 94 CAR	Doc 8733 Vol. I Doc 9734 Part A, 2.4.9	Trinidad and Tobago Civil Aviation Authority (TTCAA)	There is no regulatory entity within TTCAA for the regulation and oversight of CNS matters. Currently, TTCAA is the CNS maintenance service provider for all its equipment.		ICAO CNS Regional Officer Visit - December 2009	A	Continue the process for the creation of a CNS regulatory entity and conduct the necessary actions for having the maintenance service provision separate from its regulatory activities, clearly defining the role and activities for each entity.	Trinidad and Tobago Civil Aviation Authority		TTCAA: A regulation related to Annex 10 SARPs has been developed (TTCAR 15), and is in the process for its approval and implementation.
CNS 95 CAR	Doc 8733 Vol. I : Part I, paragraph 11 and Part II, paragraphs 22 and 23	Trinidad and Tobago Civil Aviation Authority (TTCAA)	There are a number of technical staff vacancies to be filled in accordance to the functional structure of TTCAA.		ICAO CNS Regional Officer Visit - December 2009	B	a) Carry out a revision of the technical functions, responsibilities and requirements for operating and maintaining the current and future equipment. b) Continue the training of the technical staff on the new equipments c) update the functional chart, its approval and amendments to operational documentation (Manual of operations, etc).	Trinidad and Tobago Civil Aviation Authority		
CNS 96 CAR	Annex 10, Vol. II, 2.4 / 2.6 CAR/SAM ANP, Vol. I, Part IV, paragraphs 20 and 51.	Trinidad and Tobago Civil Aviation Authority (TTCAA)	No Procedure for handling radio frequency interference situations		ICAO CNS Regional Officer Visit - December 2009	B	Establish a procedure and the necessary requirements for its implementation, including: - Interaction with the National Spectrum Management Authority; and - Regional frequency coordination with ICAO	Trinidad and Tobago Civil Aviation Authority		
CNS 97 CAR	Doc 8733, Vol I, Part IV, paragraph 25 a)	PIARCO International Airport	Frequency 121.7 MHz is being used for the apron/ Surface movement services, and is published in the AIP, however, it is not registered as such in the Regional Frequency list COM 3.		ICAO CNS Regional Officer Visit - December 2009	B	Conduct the corresponding coordination with ICAO Regional Office for the update on frequency assignments.	Trinidad and Tobago Civil Aviation Authority		

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

BHS Bahamas

SAR	6 CAR Annex 12, Doc 9731, Doc 9750, Doc 8733	Bahamas	Deficient structure of the SAR system	DEC/ 2007	Develop an action plan for SAR service implementation, which contains the following: <input type="checkbox"/> review the SAR legislation, which allows concession of permits to SAR units from other States, in order to provide SAR assistance; <input type="checkbox"/> develop an ELT 406 data base; <input type="checkbox"/> publish applicable SAR documentation; <input type="checkbox"/> develop a SAR national operational plan, containing the capacity of medical assistance at Bahamas hospitals and SAR assistance measures in case of natural disasters; <input type="checkbox"/> the publication of SAR response capacity ; <input type="checkbox"/> establish a national SAR Committee, which foresees adequate coordination between the civil and military authorities and the efficient use of the available SAR resources; <input type="checkbox"/> designate a SAR Point of Contact (POC) who acts as the coordinator in the Bahamas RCC with the COSPAS-SARSAT system and the RCC of adjacent States; <input type="checkbox"/> implement and provide the RCC with the proper equipment to comply with its functions; <input type="checkbox"/> a financial analysis for SAR service supply; <input type="checkbox"/> develop a SAR training plan for the personnel involved in the missions of coordination, location and rescue, including coordinated exercises and aspects to implement the coordination between the Bahamas SAR service and COSPAS-SARSAT; and, <input type="checkbox"/> implement a procedure to grade/certificate the SAR personnel.	A	CAD Bahamas			
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OUTSTANDING DEFICIENCIES

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

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

GTM Guatemala

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: <ul style="list-style-type: none"> <input type="checkbox"/> the development and publication of a SAR regulation including the use, registration and development of ELT on 406 database; <input type="checkbox"/> establish a national SAR Committee including the coordination between civil and military coordination; <input type="checkbox"/> designate a SAR point of contact (SPOC) serving as coordinator with the SRSAT system and SAR services of adjacent States; <input type="checkbox"/> develop a national SAR plan; <input type="checkbox"/> publish the applicable SAR documentation; <input type="checkbox"/> establish RSC with the proper equipment; <input type="checkbox"/> develop a training plan for the personnel involved in coordination, localization and rescue missions; and -implement a qualification/certification procedure for SAR personnel.
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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 and in 2010.	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.	OFNAC	DEC/ 2010	
SAR	5 CAR Annex 1, Annex 12, Doc 9731; CAR/ SAM/3 RAN Rec. 6/2	Haiti	Lack of Search and Rescue (SAR) service organization, manuals and SAR qualified personnel.	MAR/ 2010	Haiti has presented an action plan to comply with Annex 12 and CAR/SAM ANP requirements for provision of SAR services. SAR agreements with adjacent RCCs are in process.	A		OFNAC	DEC/ 2011	

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ARG Argentina										
ATM	1 SAM English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Argentina	The proficiency in the English language of some ATC units could be a contributory factor for the occurrence of incidents and/or aeronautical accidents (Annex 1). The level specified in 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 regulator No. 19/05 (PRONACEII). 2007: An action plan with measures to mitigate the risk, as established in ICAO Assembly Resolution A36-11.

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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
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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IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
PRY Paraguay										
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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IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
URY Uruguay										
ATM 11 SAM	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Uruguay	The proficiency in the English language of some ATC units is below the desired level and could be a contributory factor for the occurrence of incidents and/or aeronautical accidents. (Annex 1)	OCT/ 1995	GREPECAS/5	U	Through communication No. 025/02 dated 20 March 2002, the Uruguayan administration informed that they are studying the possibility to 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 reinstated 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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IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
VEN Venezuela										
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.

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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
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
GUY Guyana										
CNS 30	SAM FASID Table CNS 3	Timehri /Cheddi Jagan Intl Airport	ILS system out of service . This system was installed in 1978. Difficults in its maintenance.	OCT/ 2004	Since the ends of 2003 the ILS system is completely out of service. Lack of spare parts to repair the equipments .This was verified during the CNS mission in Guyana on October 2004.	A	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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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

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	
								An ILS CAT 3 was purchased and its installation it is foreseen at the end of the first semester 2011		

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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
PRY Paraguay										
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		