



International Civil Aviation Organization

CAR/SAM Regional Planning and Implementation Group (GREPECAS)

Sixteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/16)

(Punta Cana, Dominican Republic, 28 March - 1 April 2011)

GREPECAS/16 – WP/15

10/03/11

Agenda Item 4: Air navigation deficiencies in the CAR/SAM Regions

4.2 Status of air navigation deficiencies in the CAR/SAM Regions

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

(Presented by the Secretariat)

SUMMARY

The purpose of this working paper is to present to the Meeting updated information about “A” and “B” deficiencies in each of the air navigation areas in CAR/SAM State/Territories, and the action taken by said States/Territories to correct them.

References:

- Uniform methodology for the identification, assessment, and reporting of air navigation deficiencies, according to the ICAO Council.
- GREPECAS Air Navigation Deficiencies Database (GANDD)

1. Introduction

1.1 In keeping with its functions and based on the uniform methodology for the identification, assessment and reporting of air navigation deficiencies formulated by the ICAO Council, GREPECAS and its contributory bodies periodically review at their meetings the status of implementation of international standards and recommended practices (SARPs) and of the CAR/SAM Regional Air Navigation Plan, with a view to determining the level of implementation, and identifying, to the extent necessary, deficiencies in the sphere of air navigation in these two Regions.

2. Discussion

2.1 The existing deficiencies that affect the provision of air navigation services in ICAO Regions and the need for States to establish action plans for their correction are a matter of constant concern and of high priority to the ICAO Council. In this sense, it should be recalled that an important element of the ICAO Global Aviation Safety Plan (GASP), approved by Assembly Resolution A33-16, is

the need to establish a better identification of air navigation deficiencies in order to adopt concrete actions for their elimination.

2.2 According to the procedures established by GREPECAS, the GREPECAS contributory bodies review and update the list of deficiencies in their respective area at their annual meeting, and the ICAO Lima and Mexico Regional Offices do the follow-up on the actions taken by the States, for their correction and updating in the GREPECAS Air Navigation Deficiencies Database (GANDD).

2.3 The Meeting will recall that GREPECAS recommended the use of the Air Navigation Deficiencies Database (GANDD), electronically available on ICAO website www.mexico.icao.int/bases, using a user name and password assigned to the person designated by each Administration for providing updated information on that database. In this sense, ICAO appointed Mr. Gabriel Meneses, (gmeneses@mexico.icao.int) as focal point for the NACC Office, and Mr. Arturo Martínez (amartinez@lima.icao.int) as focal point for the SAM Office, for the provision of technical assistance in the use of the GANDD.

2.4 In this sense, “A” and “B” deficiencies are shown in **Appendix A** to this working paper for CAR States/Territories and in **Appendix B** for SAM States/Territories, as taken from the GANDD. Likewise, **Appendix C** contains the updated list of coordinators for the CAR and SAM Regions.

2.5 Based on its terms of reference, the Safety Board (ASB), during its nine meetings, has assessed, supervised and followed up the deficiencies that had a direct impact on safety and that required urgent corrective action in the air navigation field in the CAR/SAM Regions. These are classified with “U” priority. Within this context, “U” deficiencies will be presented to the Group after the ASB/10 meeting to be held on 28 March 2011 (see ASB/10, WP/02).

3. **Suggested action**

3.1 The Meeting is invited to:

- a) take note of the information contained in Appendices A, B, and C to this working paper; and
- b) adopt other action it may deem appropriate.

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OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIS 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										
AIS	120 CAR Annex 15, Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Anguilla	Aerodromes, en-route and Ground Aid	SEP/ 1996	Records/files NACC RO. No action plan reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes and implementation of AIS Aerodrome units	State		
AIS	327 CAR Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Anguilla	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and ruller are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	OCT/ 2007	
AIA Anguilla										
MET	7 CAR Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5	Anguilla	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	JUN/ 1996	Review the functions and training of the aeronautical meteorologist.	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	State		
MET	58 CAR Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Anguilla	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 1996	Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	State		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ATG Antigua and Barbuda										
AGA 90	CAR Runway Strip (Annex 14, Vol. I, Section 3.4, 3.4.6, 3.4.7)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Runway strip width is insufficient and contains objects in the following areas: East runway end – fence, road & sea West runway end, north side – fence, road, terrain and buildings Central portion south side – fence & terrain	JUL/ 2001	ICAO Visits July 2001 & May 2008	A	Remove or modify objects located in the runway strip and widen the runway strip. Reduce the runway declared distances by approximately 100 m. Action Plan: Development of new apron planned.	Antigua and Barbuda, ECCAA	DEC/ 2005	There is an ongoing construction project in place.
AGA 91	CAR Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5, 3.5.1 & Rec. 5.11)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Runway end safety areas are not provided at both runway ends: East runway end – fence, road & sea West runway end – fence & grading	JUL/ 2001	ICAO Visit July 2001	A	Provide east RESA by reducing the Runway 07 declared distances by approximately 90 m. Do not declare stopway, thereby bringing the runway strip end and RESA 60 m closer to the west runway end and prepare and grade the surface for a RESA.	Antigua and Barbuda, ECCAA	DEC/ 2003	During the visit, earthworks at the end of Runway 07 were observed for a planned extension of 300 m.
AGA 92	CAR Taxiway Parallel to Runway (ANP, Table AOP1, Annex 14, Vol. I, Chap. 3.9.8 & 3.9.12)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	No parallel taxiway is provided	JUL/ 2001	ICAO Visit July 2001	B	Complete the construction of the parallel taxiway.	Antigua and Barbuda, ECCAA	DEC/ 2004	There is an ongoing construction project in place.
AGA 93	CAR Obstacles (Annex 14, Vol. I, Chap. 4, Rec. 4.2.12 & 27)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Vehicles on the public road at the east runway end are obstacles infringing on the Runway 07 take-off climb and Runway 25 approach and transitional obstacle limitation surfaces	JUL/ 2001	ICAO Visit July 2001	A	Reduce the runway declared distances or implement traffic control system on the public road. Action Plan: Reduce the runway declared distances. Relocation of the road.	Antigua and Barbuda, ECCAA	DEC/ 2004	There is an ongoing construction project in place.
AGA 94	CAR Obstacles (Annex 14, Vol. I, Chap. 4, Rec. 4.2.12)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Obstacles in the transitional surface include aircraft parked on the apron and topography on both north and south sides of west runway end	JUL/ 2001	ICAO Visit July 2001	A	Reduce the obstacles infringing on the transitional surface. Action Plan: New apron development planned. Published in AIP.	Antigua and Barbuda, ECCAA	DEC/ 2005	There is a new terminal building design project including an apron expansion.
AGA 96	CAR Visual Aids (Annex 14, Vol. I, Chap. 5, 5.4.1.1)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	No airfield signs are provided	JUL/ 2001	ICAO Visit July 2001	A	Provide illuminated airfield signs	Antigua and Barbuda, ECCAA	DEC/ 2004	Airfield signs will be provided at the end of the construction project.

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 98	CAR Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2,10.2.1)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Apron pavement in very poor condition in some areas with extensive loose stones - FOD	JUL/ 2001	ICAO Visit July 2001	A	Remove FOD continuously and repair apron pavement.	Antigua and Barbuda, ECCAA	JUL/ 2004	The apron pavement repair is included in the terminal building design project and apron expansion.
AGA 99	CAR Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2, 10.2.1 & 10.2.2.)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Runway pavement surface deficient at the runway ends due to aircraft turn-arounds	JUL/ 2001	ICAO Visit July 2001	A	Upgrade pavements at runway ends	Antigua and Barbuda, ECCAA	DEC/ 2004	There is a contracting company in charge of the runway enlargement who will carry out these tasks. After the enlargement of Runway 07, the other runway end will be upgraded.
AGA 101	CAR Visual Aids (Annex 14, Vol. I, Chap. 10, 10.4, 10.4.10)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Runway 07 approach lighting system reported to be 50 % serviceable	JUL/ 2001	ICAO Visit July 2001	A	Repair approach lighting system. Action Plan: Replace approach lighting system.	Antigua and Barbuda, ECCAA	JUL/ 2004	The ALS will be repaired at the end of the construction project.
AGA 509	CAR CAR/SAM ANP FASID Table AOP1 CAR/SAM ANP Vol II FASID (Doc 8733) CNS Table 3, Table of Radio Navigation Aids	Antigua and Barbuda, St. Johns, V.C. Bird International	Runway 07 does not provide for Category I precision approaches due to the lack of an ILS.	MAY/ 2008	ICAO Visit May 2008	A	Plan to provide the facilities and services required for precision approaches in the future once traffic growth supports the need for this additional guidance and operational efficiency.	Antigua and Barbuda, ECCAA		ECCAA . 9 October 2009. An ILS Study was made concluding technical limitations for its implementation. Antigua and Barbuda should review their planning for runway 07 as PA1 or plan GNSS elements as GBAS for PA1 operations.
AGA 510	CAR Bird Hazard Reduction (Annex 14, Vol. I, Section 9.4, 9.4.4)	Antigua and Barbuda, St. Johns, V.C. Bird International	Flock of birds was observed coming from the cricket grounds next to the airport	MAY/ 2008	ICAO Visit May 2008	A	Implement necessary bird and wildlife mitigation and control measures at the airport.	Antigua and Barbuda, ECCAA		
AGA 511	CAR Rescue and Fire Fighting (Annex 14, Vol. I, Section 9.2.30)	Antigua and Barbuda, St. Johns, V.C. Bird International	Access from ARFF services facilities to the airfield is not the most direct.	MAY/ 2008	ICAO Visit May 2008	A	Consider the relocation of the ARFF services facility in the design of the new airport development project.	Antigua and Barbuda, ECCAA		
AGA 512	CAR Rescue and Fire Fighting (Annex 14, Vol. I, Section 9.2.34, 9.2.36 & 9.2.38)	Antigua and Barbuda, St. Johns, V.C. Bird International	There is a lack of training for all ARFF personnel including their participation in live fire drills.	MAY/ 2008	ICAO Visit May 2008	A	All ARFF personnel shall be trained and participate in live fire drills commensurate with the types of aircraft and type of equipment in use at the aerodrome	Antigua and Barbuda, ECCAA		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 513 CAR	Disabled aircraft removal (Annex 14, Vol. I, 9.3.1 & 9.3.2)	Antigua and Barbuda, St. Johns, V.C. Bird International	There is no disabled aircraft removal plan		ICAO Visit May 2008	A	A plan for the removal of an aircraft disabled on or adjacent to the movement area should be established and a coordinator should be designated to implement the plan.	Antigua and Barbuda, ECCAA		
ATG Antigua and Barbuda										
AIS 312 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Antigua and Barbuda	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State		
AIS 347 CAR	Annex 15, Chapter 10, e-TOD, App. 8	CAA	Implementation of e-TOD in accordance with Annex 15, para. 10.1.1	MAR/ 2011	Check introductory note in Annex 15, Chap. 10. An action plan must be prepared. Deadline for implementation: November 2015.	A		State		

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	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		
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		

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 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		
ATG Antigua and Barbuda										
MET 44	CAR Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Antigua and Barbuda	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements. Action Plan: This deficiency still remains.	State		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ABW Aruba										
AGA 296	CAR Runway End Safety Area (Annex 14, Vol. I, Chap. 10, 10.2 & 10.2.1)	Aruba, ORANJESTAD, Reina Beatrix Int'l	No runway end safety areas are provided at both runway ends	JAN/ 2003	ICAO Visit January 2003	A	Provide runway end safety areas by not declaring stopways, extension and/or displacing the runway ends and reducing the runway declared distances.	Aruba Airport Authority		Compliance with the standard will have significant structural and financial implications on the infrastructure of the airport. Several factors such as land acquisition, construction in the sea and the impact here-of on the community demand extensive study to arrive at the final decisions.
AGA 297	CAR Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.10, 5.10.1, 5.10.2 & 5.10.4)	Aruba, ORANJESTAD, Reina Beatrix Int'l	The runway-holding position on the south side of the runway is provided on the GA apron. The old runway-holding position markings on Taxiways D, E and F are no longer valid.	JAN/ 2003	ICAO Visit January 2003	A	Remove the disused runway-holding position markings on Taxiways D, E and F. Action Plan: The old runway-holding position markings on taxiways D, E and F will be removed.	Aruba Airport Authority	JUN/ 2003	
AGA 298	CAR Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.8, 5.2.8.1 & 3)	Aruba, ORANJESTAD, Reina Beatrix Int'l	Taxiway centreline marking to guide aircraft turning around at the east runway end is not provided	JAN/ 2003	ICAO Visit January 2003	A	Provide turn-around guidance centreline markings at the runway end. Action Plan: Turn-around guidance centerline marking at the east runway end will be provided.	Aruba Airport Authority	JUN/ 2003	
AGA 299	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - Std. 5.3.4.1.B)	Aruba, ORANJESTAD, Reina Beatrix Int'l	No approach lighting system is provided on Runway 29	JAN/ 2003	ICAO Visit January 2003	A	Provide a simple approach lighting system on Runway 29	Aruba Airport Authority		Compliance with the standard will have significant structural and financial implications on the infrastructure of the airport. Several factors such as land acquisition, construction in the sea and the impact here-of on the community demand extensive study to arrive at the final decisions.

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 300 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.4, 5.3.4.1.C & Doc. 8733 ANP FASID Table AOP1)	Aruba, ORANJESTAD, Reina Beatrix Int'l	A simple approach lighting system is provided on Runway 11	JAN/ 2003	ICAO Visit January 2003	A	Provide a precision approach category I lighting system on Runway 11	Aruba Airport Authority		Compliance with the standard will have significant structural and financial implications on the infrastructure of the airport. Several factors such as land acquisition, construction in the sea and the impact here-of on the community demand extensive study to arrive at the final decisions.
AGA 301 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.15 & 5.3.15.1)	Aruba, ORANJESTAD, Reina Beatrix Int'l	No stopway lights are provided at both runway ends	JAN/ 2003	ICAO Visit January 2003	A	Provide stopway lights or do not declare stopways and amend runway declared distances	Aruba Airport Authority		Compliance with the standard will have significant structural and financial implications on the infrastructure of the airport. Several factors such as land acquisition, construction in the sea and the impact here-of on the community demand extensive study to arrive at the final decisions.
AGA 302 CAR	Visual Aids (Annex 14, Vol. I, Chap. 7, 7.1.1)	Aruba, ORANJESTAD, Reina Beatrix Int'l	No closed marking is provided on the eastern section of Taxiway F/D extension	JAN/ 2003	ICAO Visit January 2003	A	Provide closed marking for closed section of Taxiway F. Action Plan: Closed markings will be provided for closed section of Taxiway F.	Aruba Airport Authority	JUN/ 2003	
AGA 303 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.1 & 2 - Std. 9.2.21 and Rec. 9.2.22, 30 & 31)	Aruba, ORANJESTAD, Reina Beatrix Int'l	RFFS response time was reported to be between 2.5 and 3 minutes. Furthermore, a test alarm from the control tower resulted in a 1.5 minute delay between alarm call and RFFS response	JAN/ 2003	ICAO Visit January 2003	A	Reduce the response time by providing direct access to runway. Improve the alarm system and procedures between the control tower and the RFFS control room and test regularly. Action Plan: Remarks forwarded to Chief Fire Services for comment.	Aruba Airport Authority		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 305 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap.10,10.2, 10.2.1, 10.2.2)	Aruba, ORANJESTAD, Reina Beatrix Int'l	Taxiway G at the western runway end, Taxiways A and B and some apron areas are in very poor condition, i.e. pavement bleeding, cracking, rutting, vegetation growth, open cable trenches, etc.	JAN/ 2003	ICAO Visit January 2003	A	Repair and maintain taxiway and apron surfaces	Aruba		
ABW Aruba										
AIS 262 CAR	Annex 4 Chap. 7; Doc 8733 Basic ANP, Part VIII, Paras. 59 d) and 64 4); FASID Table AIS 6	Aruba	Partial application of ICAO requirements for the production of En route Navigation Charts-ICAO.	SEP/ 1996	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Effective application of ICAO requirements for the production of En route chart-ICAO.	State		
AIS 328 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Aruba	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007	
AIS 348 CAR	Annex 15, Chapter 10, e-TOD, App. 8	Aruba	Implementation of e-TOD in accordance with Annex 15, para. 10.1.1	MAR/ 2011	Check introductory note in Annex 15, Chap. 10. An action plan must be prepared. Deadline for implementation: November 2015.	A		State		
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 MET 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										
MET	8 CAR	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Aruba	Meteorology	JUN/ 1996	Review the functions and training of the aeronautical meteorologist.	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States	
MET	27 CAR	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4. 6.3.2)	Aruba	RVR have not been implemented	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State	
MET	45 CAR	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Aruba	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
BHS Bahamas										
AGA 36	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP 1)	Bahamas, FREEPORT, Grand Bahama Intl	No approach lighting systems are provided as required in the CAR/SAM ANP FASID and Annex 14 Vol. I Section 5.3.4.1	OCT/ 2000	ICAO Visit October 2000 ICAO Visit December 2009	A	Provide approach lighting systems	Bahamas	SEP/ 2010	
AGA 502	CAR Bird Hazard Reduction (Annex 14, Vol I, Section 9.4.1, 9.4.3 & 9.4.4)	Bahamas, NASSAU, Nassau Intl.	High concentrate of birds in the approach areas.	JUL/ 2009	Reported by IFALPA. December 2008 ICAO Visit December 2009	A	The appropriate authority shall take action to decrease the number of birds constituting a potential hazard to aircraft operations by adopting measures for discouraging their presence on, or in the vicinity of, an aerodrome.	Bahamas	DEC/ 2010	Although NAD has implemented a wildlife management plan in 2008 to reduce wildlife hazards and the associated risks they present to aircraft in the vicinity of the airport, in the actual visit (2009) there were no dispersal methods observed. The deficiency remains valid until effective measures have in place.
AGA 503	CAR Visual approach slope indicator systems (Annex 14, Vol. I, Section 5.3.5.1 & 5.3.5.23)	Bahamas, NORTH ELEUTHERA, North Eleuthera Intl.	There are no PAPIS or VASIS.	JUL/ 2009	Reported by IFALPA. December 2008 ICAO Visit December 2009	A	Awaiting Flight Test.	Bahamas	DEC/ 2010	
AGA 504	CAR Markings (Annex 14, Vol. I, Section 5.2.1.4)	Bahamas, NORTH ELEUTHERA, North Eleuthera Intl.	Inadequate Runway Markings	JUL/ 2009	Reported by IFALPA December 2008 ICAO Visit December 2009	A	Runway markings required.	Bahamas	DEC/ 2010	
AGA 519	CAR Obstacle limitation requirements (Annex 14, Vol. I, Chapter 4, Section 4.2.21)	Bahamas, NASSAU, Nassau Intl.	Tails of larger aircraft parked on the apron stands closest to Runway 14/32 are obstacles that infringe on that runway's transitional surface	DEC/ 2009	ICAO Visit December 2009	A	Remove the obstacles through future modification of the apron layout.		DEC/ 2010	
AGA 520	CAR Airport Planning Manual (Doc. 9184) Part 1, Master Planning	BahamasBahamas, NASSAU, Nassau Intl.	Airport Master Plan is not available	DEC/ 2009	ICAO Visit December 2009	B	Prepare master plan for the expansion of the existing aerodrome.	Bahamas	DEC/ 2010	
AGA 523	CAR Disabled aircraft removal (Annex 14, Vol. I, 9.3)	Bahamas, NASSAU, Nassau Intl.	The CAD does not ensure that NAD has plans for the removal of disabled aircraft.	DEC/ 2009	ICAO visit December 2009	B	A plan for the removal of an aircraft disabled should be established and a coordinator designated to implement the plan.	Bahamas	DEC/ 2010	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 524 CAR	Surface movement guidance and control systems (Annex 14, Vol. I, 9.8)	Bahamas, NASSAU, Nassau Intl.	The CAD has not promulgated requirements for the installation of surface movement guidance and control system (SMGCS) and the CAD does not ensure that the aerodrome operator's plans for signs, markings and lighting meet Annex 14 provisions, Vol. I.	DEC/ 2009	ICAO visit December 2009	A	A surface movement guidance and control system shall be provided at an aerodrome.	Bahamas	DEC/ 2010	
AGA 525 CAR	Aerodrome maintenance, pavements (Annex 14, Vol. I, 10.1, 10.2)	Bahamas, NASSAU, Nassau Intl.	The CAD has not specified the minimum friction level and maintenance planning level	DEC/ 2009	ICAO visit December 2009	A	Specify the minimum friction level and maintenance planning level to initiate maintenance action and report slippery conditions when rubber built-up	Bahamas	DEC/ 2010	
AGA 536 CAR	Annex 17, Chap. 4.4.2.1 Annex 14, Chap. 9.9.10.3 CAR/SAM ANP Vol. I, Part I, paragraph 12.	New ZQA VOR/DME facility	The facility is located outside the airport perimeter and it is partially fenced, making it accesible to the public, posing a potential threat.	DEC/ 2010		B	Complete the fencing to delimit the facility's premises and permit a better control access.	Civil Aviation Department Bahamas	DEC/ 2010	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIS 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										
AIS	17 CAR	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Bahamas	Timely distribution of the information through NOTAM	OCT/ 2000	GREPECAS AIS/MAP Subgroup	A	Need to disseminate on time all operational information through NOTAM	State	NOTAM Int. Office is under ATM, not AIM.
AIS	30 CAR	Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	Bahamas	Implementation of the WGS-84 is on going	JAN/ 1998	GREPECAS AIS/MAP Subgroup Survey to States	A	Need to implement the WGS-84 Geodetic System	State	NOV/ 2005 Obstacle determination. Partially included by Jeppesen AIP.
AIS	123 CAR	Annex 15, Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Bahamas	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan reported. No action plan reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State	
AIS	313 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Bahamas	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rullles are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007
AIS	349 CAR	Annex 15, Chapter 10, e-TOD, App. 8	CAA	Implementation of e-TOD in accordance with Annex 15, para. 10.1.1	MAR/ 2011	Check introductory note in Annex 15, Chap. 10. An action plan must be prepared. Deadline for implementation: November 2015.	A		State	

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: basic training programmes; familiarization training or introductory programmes; recurrent training programmes; professional improvement training programmes; and, postgraduate training programmes.	A		CAD Bahamas		
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		

OUTSTANDING DEFICIENCIES

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

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1	2	3	4	5	6	7	8	9	10	11
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: -optimize the ATS route network and ATS airspace; -implement RNP approach procedures; -improve the civil-military coordination; -establish balance measures between demand and capacity; -incorporate improvements to the automation for a better ATM situational awareness; -improve the aerodrome operations; and -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: the number of ATC work positions required; the number of ATC personnel required to cover the ATC work positions, adequately; the number of administrative personnel to support ATS; the number of specialized personnel required to provide the ATFM service; and, 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		

OUTSTANDING DEFICIENCIES

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

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1	2	3	4	5	6	7	8	9	10	11

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

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

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 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 nav aids available essential for approach landing and departure.	DEC/ 2009	ICAO CNS Regional Officer Visit - December 2009	A	Implement remote monitoring of nav aids	Civil Aviation Department of Bahamas	JUL/ 2010	
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	

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 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.
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	

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

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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1	2	3	4	5	6	7	8	9	10	11
BRB Barbados										
AGA 160 CAR	Obstacles (Annex 14, Vol. I, Chap. 4, Rec. 4.2.21)	Barbados, BRIDGETOWN, Grantley Adams Intl	Obstacles in the transitional surface include the fire station and hangar on the south side of the runway middle section	MAY/ 2008	ICAO Visits December 2001& May 2008	A	Long-term development planning should consider the relocation of the facilities which are obstacles infringing on the transitional surface. Action Plan: A comprehensive plan to resite the fire station and hangar has been established. Drawings and an action plan for a new fire station have been forwarded to Government for approval and funding. On approval the action plan will be executed. c) Completed	Barbados	APR/ 2009	a) Construction of a new RFF building has been completed on December 2009. The present structure will be demolished and removed by 2010. b) The maintenance hangar owned by the Barbados Light Aeroplane Club has been earmarked for removal over the medium/term. No repairs or extensions are permitted to the building and it has been painted as an obstruction. d) It is expected to have the pole removed by the end of 2010.
AGA 162 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.17, 5.3.17.1)	Barbados, BRIDGETOWN, Grantley Adams Intl	No taxiway edge lighting is provided for the apron taxiway and the east runway end turn-around area	DEC/ 2001	ICAO Visits December 2001& May 2008	A	Provide taxiway edge lighting. Action Plan: Taxiway edge lighting is provided on the south side of the taxiway. However, the north side of the taxiway has not been let since it coincides with the parking apron. The turn-around area form part of the RWY 09 end and the beggining/threshold of RWY27. The necessary runway end and threshold lighting are already employed in this area. There are no plans to implement further lighting. Only the circular section for the turn-around has been let with edge lights.	Barbados		Plans are being made to implement centre line guidance in this area.

OUTSTANDING DEFICIENCIES

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

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1	2	3	4	5	6	7	8	9	10	11
AGA 163 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2, Rec. 9.2.27 & 30)	Barbados, BRIDGETOWN, Grantley Adams Intl	Access from rescue and fire-fighting services facilities to the runway is not the most direct, is narrow and pavement is deficient with potholes. There is a lack of training and participation in live fire drills for all rescue and fire fighting personnel.	SEP/ 2008	ICAO Visits December 2001& May 2008	A	Improve access to the runway by paving a fillet on the grassed area in front of the RFFS facility, widen the access road and maintain the pavement surface to ensure minimum response times to both runway ends. All ARFF personnel shall be properly trained to perform their duties in an efficient manner and shall participate in live fire drills commensurate with the types of aircraft and equipment in use at the aerodrome.	Barbados	JUN/ 2009	To be effected by 30-03-2010.
AGA 495 CAR	Runway end safety area (Annex 14, Vol. I, Section 3.5 – 3.5.1)	Barbados, GRANTLEY ADAMS INTERNATIONAL AIRPORT	A runway end safety area (RESA) is not provided for either runway end.	SEP/ 2008	ICAO Visit May 2008	A	Provide runway end safety areas by extending the platform or reducing the declared distances.	Barbados	MAY/ 2009	The expected completion date for RESA at both ends would be 2010-2013.
AGA 497 CAR	Taxiways (Annex 14, Vol. I, Section 3.9 and 3.10)	Barbados, GRANTLEY ADAMS INTERNATIONAL AIRPORT	The taxiways are in very poor condition and without signage.	SEP/ 2008	ICAO Visit May 2008	A	The taxiways need to be repaired; there is a proposed plan to resurface the taxiways and provide signage in the short term.	Barbados	NOV/ 2008	New backlit signs have been installed. Twenty distance/to/go signs will be completed by 31-04-2010.
AGA 498 CAR	Taxiways (Annex 14, Vol. I, Section 3.10)	Barbados, GRANTLEY ADAMS INTERNATIONAL AIRPORT	The taxiway shoulders are not graded and need to be widened.	SEP/ 2008	ICAO Visit May 2008	A	The straight portions of taxiways need to be extended symmetrically on each side of the taxiway, and the surface should be prepared to resist erosion and the ingestion of the surface material by aeroplane engines.	Barbados	MAY/ 2009	Arrangements are being made to increase the width of the taxiway shoulders by two meters on each side. It is estimated that this work will be completed by 31 March 2010
AGA 499 CAR	Perimeter Road (Annex 14, Vol. I, Section 9.2.26, 9.2.27)	Barbados, GRANTLEY ADAMS INTERNATIONAL AIRPORT	The airfield perimeter road needs to be extended and well prepared, mainly at the east part of the aerodrome.	SEP/ 2008	ICAO Visit May 2008	A	A perimeter road should be provided at the aerodrome. It should be capable of supporting the heaviest vehicles and be usable in all weather conditions.	Barbados	JUN/ 2009	Plans are in place for the improvement and extension of the airport perimeter road. It is expected that the project will be completed by June 2010.

OUTSTANDING DEFICIENCIES

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

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AGA 501 CAR	Disabled Aircraft Removal Plan (Annex 14, Vol. I, Section 9.3.1 & 9.3.2)	Barbados, GRANTLEY ADAMS INTERNATIONAL AIRPORT	There is no disabled aircraft removal plan.	SEP/ 2008	ICAO Visit May 2008	A	A plan for the removal of disabled aircraft on or adjacent to the movement area should be established and a coordinator should be designated to implement the plan.	Barbados	JUN/ 2009	It is the responsibility of the aircraft operator to remove disabled aircraft from the airfield. However, the airport operator will ensure that, within its agreements with the aircraft operators, provision is made for the operator to comply with its responsibility. The airport operator will also enter into arrangements with local constructions for the use of heavy equipment and cranes, as required, to remove small aircraft to ensure that any disruption to airport operations is minimal. Arrangements are also to be established with regional air/freight operators and suitable neighboring States for assistance when needed for large aircraft. A Coordinator to implement the completed plan will be identified, it is expected that the necessary plan will be in place by 30 June 2010
AGA 572 CAR	Visual Aids (Annex 14, Vol. I, Section 5.2.14)	Barbados	The apron pavement is in a very poor condition; the markings and signage do not comply with ICAO SARPs.	MAY/ 2008	The apron needs to be repaired at some parking positions, seal joints provide safety lines.	A				

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 573 CAR	Aerodrome Emergency Planning (Annex 14, Vol. I, Section 9.1.12, 9.1.13)	Barbados	Last full-scale aerodrome emergency exercise was reported to have been undertaken in October 2007, but no partial exercises were followed.	MAY/ 2008	After undertaking a full-scale aerodrome emergency exercise, it should be followed by partial emergency exercises in the intervening year to ensure that any deficiencies have been corrected.	A				
AGA 574 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Section 9.2.34, 9.2.36, 9.2.38)	Barbados	There is a lack of training and participation in live fire drills for all rescue and fire fighting personnel.	MAY/ 2008	All ARFF personnel shall be properly trained to perform their duties in an efficient manner and shall participate in live fire drills commensurate with the types of aircraft and equipment in use at the aerodrome.	A				
BRB Barbados										
AIS 350 CAR	Annex 15, Chapter 10, e-TOD, App. 8	Barbados	Implementation of e-TOD in accordance with Annex 15, para. 10.1.1	MAR/ 2011	Check introductory note in Annex 15, Chap. 10. An action plan must be prepared. Deadline for implementation: November 2015.	A		State		

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/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
CNS 144	CAR Annex 10, Vol. I, Chap. 2, 2.3	Adams APP/TWR	There is no provision of information on the operational status of the ILS System	NOV/ 2010	Report on visit by Regional Officer CNS - November 2010	A	Implement remote monitoring/display of nav aids status	Barbados Civil Aviation Department (CAD)	APR/ 2011	GAIA: Problem identified in communication for remote monitoring of the equipment
CNS 145	CAR/SAM ANP, Doc. 8733, Vol. I Doc. 9734, Part A, 2.4.9	Barbados Civil Aviation Department (CAD)	There is no regulatory entity within CAD for the regulation and oversight of CNS matters. Currently, GAIA is the CNS maintenance service provider for all CNS equipment	NOV/ 2010	Report on visit of the ICAO CNS Officer - November 2010	A	Continue the process for the creation of a regulatory entity and conduct the necessary actions to clearly define the role and activities for each entity.	Barbados Civil Aviation Department (CAD)	JUN/ 2011	Legislation and regulatory amendments are in progress. An ICAO TCB Project Study is in progress
CNS 146	CAR Annex 10, Vol. I, Chap. 2, 2.2	Adams TMA	Nav aids flight and ground tests are not carried out in accordance to ICAO recommended periodicity	NOV/ 2010	Report on visit by RO/CNS - November 2010	A	Ensure periodic ground and flight tests and its corresponding registries of the nav aids performance in accordance to ICAO	Barbados Civil Aviation Department (CAD)	APR/ 2010	n/a

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 147 CAR	Annex 10, Vol. I, Chap. 2, 2.5; CAR/SAM ANP, Doc. 8733, Vol. I: Part I, para. 11 and Part II, para 22, 23 and 25	GAIA	There are a number of technical staff vacancies to be filled in accordance with the functional structure of GAIA Electronic Section-CNS Maintenance Provider	JUN/ 2011	Report on visit by RO/CNS - November 2010	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) Provide refreshment or recurrent training to update competencies and ensure technical skill/competencies d) Update the functional chart, its approval and amendments to operational documentation (Manual of operations, etc.)	Barbados Civil Aviation Department (CAD)	JUN/ 2011	n/a
CNS 148 CAR	Annex 10, Vol. II, 2.4., 2.6 CAR/SAM ANP Doc. 8733, Vol. I, Part IV, para. 20 and 51	Barbados Civil Aviation Department (CAD)	No procedure for handling radio frequency interference situations	NOV/ 2010	Report on visit by RO/CNS - November 2010	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	Barbados Civil Aviation Department (CAD)	APR/ 2011	n/a
CNS 149 CAR	CAR/SAM ANP, Doc. 8733, Vol. I, Part I, para. 54, Part IV, para 5.	Barbados Civil Aviation Department (CAD)	For the future implementation of air navigation systems, it is necessary to have an integrated approach for automated systems; improvements can be made for ATIS service, radar and flight plan coordination, situational awareness alarms and warnings.	NOV/ 2010	Report on visit by RO/CNS - November 2010	B	Establish an integrated system approach for implementing more automation and interoperation between communications and functions for air navigation systems. Reduction of manual operations will reduce safety and involuntary errors: -Implement automatic feeding to ATIS system -Implement Radar Multitracking system with flight plan correlation -Implement an automatic terminal for ATS Units for data transmission -Implement more remote and centralized monitoring of operating systems	Barbados Civil Aviation Department (CAD)	JUN/ 2011	n/a

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 150 CAR	Annex 10, Vol. III, Chapter 9, Vol. IV, 2.1.6 CAR/SAM ANP, Vol. I, Part IV, para 44, NACC/DCA/3 and GREPECAS/14 Conclusions	Barbados Civil Aviation Department (CAD)	A 24-bit aircraft address register has not been established	NOV/ 2010	Report on visit by RO/CNS - November 2010	B	Establish this register based on the guidance provided by GREPECAS and in compliance with ICAO SARPs.	Barbados Civil Aviation Department (CAD)	JUN/ 2011	n/a
CNS 151 CAR	Doc. 8733, Vol. I, Introduction, GREPECAS - Conclusion 15/1	Barbados Civil Aviation Department (CAD)	Air navigation planning based on performance should be implemented and CNS equipment, system and technology should be planned to satisfy operational improvements or achieve operational benefits	NOV/ 2010	Report on visit by RO/CNS - November 2010	B	Implement the necessary coordination to procure a national planning based on performance and having the complete participation of all stakeholders involved (Service Providers, airlines, general aviation users etc.). The NAM/CAR Regional Performance-based Air Navigation Implementation Plan should be used as reference.	Barbados Civil Aviation Department (CAD)	APR/ 2011	Comments were given to existing Plan.
CNS 152 CAR	Doc. 7300, Art. 37	GAIA	The latest ICAO outstanding amendments and valid references for Annex 10 were not available. Also CAR/SAM ANP was not available nor of the knowledge of the technical personnel	APR/ 2010	Report on visit by RO/CNS - November 2010	B	a. Provision of ICAO SARPs and guidance material for all technical personnel as well as CAR/SAM ANP information, and b. Establishment of a procedure to keep documentation valid.	Barbados Civil Aviation Department (CAD)	JUN/ 2011	n/a

OUTSTANDING DEFICIENCIES

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

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1	2	3	4	5	6	7	8	9	10	11
BLZ Belize										
AGA 167	CAR Runway Strip (Annex 14, Vol. I, Chap. 3.4 - Rec 3.3.4 & 6)	Belize, BELIZE CITY, Philip Goldson International	Runway strip width is insufficient in some sections of the northern part and contains objects such as debris and vegetation.	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	A	Remove the objects Widen the northern strip where required	Belize		
AGA 168	CAR Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - 3.5.1 & 7.1.9)	Belize, BELIZE CITY, Philip Goldson International	Runway end safety areas are not provided at both runway ends: •East runway end – vegetation, wet ground •West runway end – swamp	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	A	Consider providing RESAs by not declaring stopways, clearing vegetation and strengthening the ground.	Belize		
AGA 169	CAR Obstacles (Annex 14, Vol. I, Chap. 4 - 4.2.12)	Belize, BELIZE CITY, Philip Goldson International	Structures, vegetation and tails of larger aircraft parked on the apron are obstacles infringing on the transitional obstacle limitation surfaces	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	A	Remove obstacles	Belize		
AGA 172	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.4.1)	Belize, BELIZE CITY, Philip Goldson International	No approach lighting systems are provided	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	A	Provide approach lighting systems	Belize		
AGA 173	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.4.1.1)	Belize, BELIZE CITY, Philip Goldson International	No airfield signs are provided	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	A	Provide illuminated airfield signs	Belize		
AGA 174	CAR Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2 - Rec. 9.2.30)	Belize, BELIZE CITY, Philip Goldson International	Access from rescue and fire-fighting services facilities to the runway is not the most direct	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	A	Provide a direct access to the runway via Taxiway B by paving some of the grassed area in front of the RFFS facility	Belize		
AGA 176	CAR Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10,10.2.1 & 10.2.2)	Belize, BELIZE CITY, Philip Goldson International	Taxiway A shoulders in very poor condition in some areas with failed pavement and extensive loose material – FOD	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	A	Remove FOD continuously and replace Taxiway A shoulder pavement	Belize		
AGA 177	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - 9.4.21)	Belize, BELIZE CITY, Philip Goldson International	PAPIs not working and runway lighting intensity reported to be deficient	NOV/ 2001	ICAO Visit November 2001	A	Repair PAPIs and runway lighting system	Belize		
AGA 449	CAR Certification of Aerodromes (Annex 14, Vol. I Chap.1, 1.4.1, 1.4.3 & 1.4.4)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Aerodrome Certification Process has not begun	NOV/ 2006	ICAO Visit November 2006	A	DCA is cheking the regulation. Process must be accelerated.	Belize		

OUTSTANDING DEFICIENCIES

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

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1	2	3	4	5	6	7	8	9	10	11
AGA 458 CAR	Certification of Aerodromes (Annex 14, Vol. I Chap.1, 1.5.1, 1.5.2, 1.5.3 & 1.5.4)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	SMS has not been implemented	NOV/ 2006	ICAO Visit November 2006	A	Implement SMS based on the established framework by the AAC. DCA is training personnel. Consider implementing an SMS Unit with the purpose to assess and oversee the Airport Operator.	Belize		
AGA 459 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 3, 3.2.1 & 3.10.1)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Runway and taxiway shoulders in very poor condition	NOV/ 2006	ICAO Visit November 2006	A	Airport Operator is programming the necessary works. The works must be implemented.	Belize		
AGA 460 CAR	Runway Strip (Annex 14, Vol.I, Chap.3, 3.4.3)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	North side strips have runway 07-25 have uneven terrain	NOV/ 2006	ICAO Visit November 2006	A	Works to level the terrain must be included in the Corrective Action Plan	Belize		
AGA 461 CAR	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2.7)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Structure infringing the inner transitional surface	NOV/ 2006	ICAO Visit November 2006	A	Structure infringing (elevated water tank). Removal is required.	Belize		
AGA 462 CAR	Visual Aids (Annex 14, Vol.I, Chap. 5, 5.1.1.1)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Lack of wind direction indicator for runway 07-25.	NOV/ 2006	ICAO Visit November 2006	A	Approach and take off of aircraft have no supporting wind and speed information. Implement 02 WDI that supports approaches to Rwy 07 and 25.	Belize		
AGA 463 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.3.3, 5.3.3.4 and 5.3.3.5)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Lack of aerodrome beacon	NOV/ 2006	ICAO Visit November 2006	A	An aerodrome beacon is necessary to support aircraft approaches between sunset and sunrise. This facility must be included in the Corrective Action Plan	Belize		
AGA 464 CAR	Visual Aids (Annex 14, Vol.I, Chap. 5, 5.3.9.7 a)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Non-standard implementation of a section of the runway edge lights	NOV/ 2006	ICAO Visit November 2006	A	The runway edge lights are all white. Yellow filters must be installed in the last 600 m section	Belize		
AGA 465 CAR	Visual Aids (Annex 14, Vol.I, Chap. 5, 5.3.10.1)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Lack of implementation of wing bar light	NOV/ 2006	ICAO Visit November 2006	A	Approach to Rwy 25 has no runway threshold lights. Implement wing bar lights for safe approach to Rwy 25	Belize		

OUTSTANDING DEFICIENCIES

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

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1	2	3	4	5	6	7	8	9	10	11
AGA 466 CAR	Visual Aids (Annex 14, Vol.I, Chap. 6, 6.3.1)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Objects not lighted	NOV/ 2006	ICAO Visit November 2006	A	Buildings located on the airport are not lighted. Lighting must be implemented on those buildings located on or near the apron area	Belize		
AGA 472 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2.1, 10.2.3 & 10.2.4)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	The maintenance programme of pavements and adjacent areas is not implemented	NOV/ 2006	ICAO Visit November 2006	A	The programme does not include measurements of the friction characteristics of runway surface. The maintenance programme must be implemented	Belize		
AGA 567 CAR	Annex 14, Vol. I, Chap. 9, 9.2.30	Philip S.W Goldson International Airport (MZBZ) Belize City,	Emergency access roads	SEP/ 2010	The perimeter road needs to be designed and constructed to provide ready access to approach areas within the aerodrome boundary. Emergency access roads should be capable of supporting the heaviest vehicles and be usable in all weather conditions..	A	The perimeter road needs to be improved and extended along the runway length and approach areas.	Belize	2011	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIS 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											
AIS	31 CAR	Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	Belize	Lack of implementation of the WGS-84	JAN/ 1998	GREPECAS AIS/MAP Subgroup Survey to States	A	Need to implement the WGS-84 Geodetic System	State	NOV/ 2006	WGS 84 was carried out at P.S.W. Goldson International Airport on 14th. November, 2005. Most of the WGS-84 coordinates have been identified and published in the Belize AIP. There is still some survey to be made due to the extension of the runway. This will be carried out shortly.
AIS	49 CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Belize	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan reported.	A	Need for production of aeronautical charts according to requirements.	State		Obstacle Determination.
AIS	185 CAR	Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Belize	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for production of aeronautical charts of this series according to the ICAO specifications.	State		
AIS	246 CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Belize	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart- ICAO	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for effective production of this series of aeronautical charts.	State		
AIS	263 CAR	Annex 4 Chap. 7; Doc 8733 Basic ANP, Part VIII, Paras. 59 d) and 64 4); FASID Table AIS 6	Belize	Partial application of ICAO requirements for the production of En route Navigation Charts-ICAO.	SEP/ 1996	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Effective application of ICAO requirements for the production of En route chart- ICAO.	State		
AIS	273 CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	Belize	Lack of highest priority for printing of AIS publications.	APR/ 2001	Records/files in NACC RO; ICAO visit April 2001	A	Need to provide a higher priority for the printing of AIS publications	State		Belize AIP (Second Edition) was published in 2005. Belize has an AIRAC System, AIP Amendment/Supplement and NOTAM System in place presently.

OUTSTANDING DEFICIENCIES

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

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1	2	3	4	5	6	7	8	9	10	11
AIS 314 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Belize	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007	
AIS 351 CAR	Annex 15, Chapter 10, e-TOD, App. 8	Belize	Implementation of e-TOD in accordance with Annex 15, para. 10.1.1	MAR/ 2011	Check introductory note in Annex 15, Chap. 10. An action plan must be prepared. Deadline for implementation: November 2015.	A		State		
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 establish communications in 15 seconds.	Mexico and Belize		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET 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										
MET 11	CAR Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5).	Belize	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49.	JUN/ 1996	Review the functions and training of the aeronautical meteorologist.	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States		
MET 30	CAR Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4. 6.3.2)	Belize	RVR have not been implemented.	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State		
MET 47	CAR Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Belize	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States		
MET 88	CAR Surface wind displays relating to each sensor shall be located in the meteorological station with corresponding displays in the appropriate air traffic services (Annex 3, Part II, Appendix 3, Standard 4.1.2.1)	Belize	Surface wind displays at the meteorological station and the air traffic control tower correspond to different wind sensors located more than 800m apart. This is also the case with other meteorological parameters (temperature, pressure, QNH, etc.).	AUG/ 2008	The acquisition of an automated weather system with sensors located by the runway, preferably the TDZ, with identical displays located at the meteorological station and the ATS units (TWR and APP) is required. Consider a regional project for Central America including training for maintenance.	A				
MET 89	CAR The averaging period for surface wind observation shall be a) 2 minutes for local reports and for wind displays in the ATS units; and b) 10 minutes for METAR and SPECI, except when the 10-minute period includes a marked discontinuity (Annex 3, Part II, Appendix 3, Standard 4.1.3.1).	Belize	Wind systems in use do not provide instantaneous 2-minute and 10-minute mean values of wind direction and speed for operational purposes.	AUG/ 2008	The acquisition of an automated weather system that provides adequate, instantaneous 2-minute and 10-minute mean meteorological data to fulfill the needs of meteorological information at the ATS (TWR and APP) units and the meteorological station is required, to comply with the SARPs of Annex 3.	B				
MET 90	CAR METAR and SPECI reports shall contain identification of type of report (Annex 3, Part I, Chapter 4, Standard 4.5.1).	Belize	Aviation weather reports METAR and SPECI are not identified by automated OPMET Data Banks, therefore, they are not available for the aviation users.	AUG/ 2008	Ensure that METAR and SPECI reports are coded according to Table A3-1 template METAR/SPECI, considering examples A3-1 and A3-2, Annex 3, Part II, App. 3.	A				

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

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

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1	2	3	4	5	6	7	8	9	10	11	
CYM Cayman Islands											
AGA	2 CAR	Runway Geometry (Annex 14, Vol. I, Chap. 3.1 & 3.2)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	Runway shoulders are not provided as specified in Annex 14, Vol. I, 4th Ed., Section 3.2.1	OCT/ 2000	ICAO Visit October 2000	B	Provide runway shoulders during next runway upgrading. Action Plan: Specified runway shoulder to be provided subject to implementation of airport development master plan. Reduced data published in AIP.	Cayman Islands	DEC/ 2008	Delayed implementation of airport development master plan.
AGA	6 CAR	Taxiway Parallel to Runway (ANP, Table AOP 1 and Table 3-1 of Annex 14 Vol. I, 4th Edition Chap. 3, 3.9.8, 3.9.12)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	No parallel taxiway to the runway as referenced in ANP, Table AOP1	OCT/ 2000	ICAO Visit October 2000	B	Provide a full-length parallel taxiway. Action Plan: Provide a parallel taxiway. Subject to airport master plan implementation date. Difference published in AIP.	Cayman Islands	DEC/ 2008	Delayed implementation of airport development master plan.
AGA	12 CAR	Runway Strip (Annex 14, Vol. I, 4th Edition, Chap. 3.4, 3.4.2)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	Runway strip length at the eastern runway end does not comply with Annex 14 Vol. I, 4th Ed., Section 3.4.2	OCT/ 2000	ICAO Visit October 2000	A	Extend the runway strip or reduce declared distances. Action Plan: Provide runway strip. Subject to airport master plan implementation date. Difference published in AIP.	Cayman Islands	DEC/ 2007	Delayed implementation of airport development master plan.
AGA	22 CAR	Runway End Safety Area (Annex 14, Vol. I, 4th Edition, Chap. 3.5.1)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	No runway end safety area is provided at the eastern runway end as specified in Annex 14 Vol I, 4th Ed., Section 3.5.1	OCT/ 2000	ICAO Visit October 2000	A	Provide runway end safety areas by extending the platform or reducing the declared distances. Action Plan: Provide runway end safety area.	Cayman Islands	DEC/ 2007	Delayed implementation of airport development master plan.
AGA	26 CAR	Obstacles (Annex 14, Vol. I, 4th Edition, Chap. 4.2.12)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	Obstacles exist in the transitional obstacle limitation surface, including roads, housing, fencing, trees and the tails of aircraft parked on the aprons - Ref. Annex 14 Vol I, 4th Ed., Section 4.2.12	OCT/ 2000	ICAO Visit October 2000	A	Eliminate obstacles by relocating facilities and during the next apron re-configuration. Action Plan: Obstacles lit and facilities removed where practical. Information published in the AIP.	Cayman Islands	DEC/ 2006	Delayed implementation of airport development master plan.
AGA	27 CAR	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2.20 & 4.2.21)	Cayman Islands, CAYMAN BRAC, Gerrard Smith Intl	Obstacles exist in the transitional obstacle limitation surface, including road, buildings and trees - Ref. Annex 14 Vol I Section 4.2.12	OCT/ 2000	ICAO Visit October 2000	A	Eliminate obstacles by relocating facilities. Action Plan: Obstacles lit. Trees removed where practicable. Information published in AIP.	Cayman Islands	JAN/ 2001	Land owner jurisdiction and insufficient enforcement regulations.

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 40	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP 1)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	No edge lights are provided on the runway end turn-around area as required in Annex 14 Vol. I, 4th Ed., Section 5.3.17.1	OCT/ 2000	ICAO Visit October 2000	A	Provide taxiway edge lighting on runway turn pads.	Cayman Islands	DEC/ 2007	Delayed implementation of airport development master plan.
AGA 42	CAR Visual Aids (Annex 14, Vol. I, 4th Ed., Chap. 5.3.4.1(A) and ANP, Table AOP 1)	Cayman Islands, CAYMAN BRAC, Gerrard Smith Intl	No approach lighting is provided - Ref. Annex 14 Vol. I, 4th Ed., Section 5.3.4.1(A)	OCT/ 2000	ICAO Visit October 2000	A	Provide approach lighting system. Action Plan: Installation of simple lighting system not physically practical due to inadequate terrain distance. High intensity runway end indicator lighting system and PAPIs installed.	Cayman Islands	DEC/ 2006	Inadequate terrain distance.
AGA 43	CAR Visual Aids (Annex 14, Vol. I, 4th Ed., Chap. 5.3.17.1 and ANP, Table AOP 1)	Cayman Islands, CAYMAN BRAC, Gerrard Smith Intl	No apron edge lights are provided - Ref. Annex 14 Vol. I, 4th Ed., Section 5.3.17.1	OCT/ 2000	ICAO Visit October 2000	A	Provide apron edge lighting. Adequate guidance is provided with taxiway edge lights and centerline markings leading up to apron stands which are appropriately marked. Apron edge markings and flood lights are also provided.	Cayman Islands	APR/ 2006	none
AGA 73	CAR Pavement Surface Conditions (Annex 14, Vol. I, 4th Edition, Chap. 10.2, 10.2.1	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	GA apron pavement surface deficient - Ref Annex 14 Vol. I, 4th Ed., Section 10.2	OCT/ 2000	ICAO Visit October 2000	A	Upgrade apron pavement. Action Plan: Apron maintenance program implemented and surface swept regularly. Project to overlay surface identified.	Cayman Islands	DEC/ 2007	Delayed implementation of airport development master plan.
CYM Cayman Islands										
AIS 368	CAR Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Cayman Islands	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan. Relevant technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	A		State		

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 AGA FIELD IN THE CAR REGION

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
CRI Costa Rica										
AGA 224	CAR Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.3 & 6)	Costa Rica, ALAJUELA/ SAN JOSE, Intl Juan Santamaria	The runway strip width is insufficient and it has objects such as construction equipment, aircraft parked on the apron, fencing and taxiways, especially on the east end of the runway	MAR/ 2002	ICAO Visit March 2002 & September 2006	A	Increase the width of the runway strip; reduce the objects on the runway strip by removing and relocating as many objects as possible	Costa Rica		
AGA 226	CAR Obstacles (Annex 14, Vol. I, Chap. 4 - 4.2.12 & 4.2.21)	Costa Rica, ALAJUELA/ SAN JOSE, Intl Juan Santamaria	There are obstacles infringing the transition surfaces, this includes topography, buildings, fencing and aircraft parked on the apron	MAR/ 2002	ICAO Visit March 2002 & September 2006	A	Remove, lighten and/or mark obstacles	Costa Rica		
AGA 228	CAR Visual Aids (Annex 14, Vol. I, Chap. 5- 5.2.8.7)	Costa Rica, ALAJUELA/ SAN JOSE, Intl Juan Santamaria	Markings on the centreline of the taxiway, including the apron, are not continuous	MAR/ 2002	ICAO Visit March 2002	A	Correct markings on the centreline of the taxiway	Costa Rica		
AGA 229	CAR Visual Aids (Annex 14, Vol. I, Chap. 5.2.14.1 through 5.2.14.4)	Costa Rica, ALAJUELA/ SAN JOSE, Intl Juan Santamaria	Apron has no safety lines. Lack of Painting Maintenance	MAR/ 2002	ICAO Visit March 2002 & September 2006	A	Provide safety lines on the platform	Costa Rica		
AGA 230	CAR Visual Aids (Annex 14, Vol. I, Chap. 5- 5.3.5.1 & 5.3.5.23)	Costa Rica, ALAJUELA/ SAN JOSE, Intl Juan Santamaria	Runway 25 has no approach lighting system	MAR/ 2002	ICAO Visit March 2002 & September 2006	A	Provide a simple approach lighting system. Change the PAPI system from the east to the west side of Runway 25	Costa Rica		
AGA 231	CAR Visual Aids (Annex 14, Vol. I, Chap. 5- 5.3.5.1 and ANP FASID Table AOP1)	Costa Rica, ALAJUELA/ SAN JOSE, Intl Juan Santamaria	Runway 25 has no visual approach slope indicator systems	MAR/ 2002	ICAO Visit March 2002 & September 2006	A	Provide visual approach slope indicator systems	Costa Rica		
AGA 232	CAR Visual Aids (Annex 14, Vol. I, Chap. 5- 5.4.1.1, 5.4.2, 5.4.3, 5.4.4, 5.4.5, 5.4.6 & 5.4.7)	Costa Rica, ALAJUELA/SAN JOSE, Intl Juan Santamaria	Signs on the airfield do not comply with standards in terms of design and illumination	MAR/ 2002	ICAO Visit March 2002 & September 2006	A	Provide adequate signs on the airfield	Costa Rica		
AGA 424	CAR Pavement Surface Conditions (Annex 14, Vol. I, Chap. 2.2.6.2)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	Does not apply ANC - PCN Method	SEP/ 2006	ICAO Visit September 2006	A	To provide information	Costa Rica		
AGA 425	CAR Runway Strip (Annex 14, Vol.I, Chap.3 & 3.4.8)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	Runway strip on the East side is affected by superficial sewage	SEP/ 2006	ICAO Visit September 2006	A	It should be tubed and marked	Costa Rica		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 426 CAR	Runway Strip (Annex 14, Vol.I, Chap.3 -3.4.2, 3.4.8 & 3.4.14)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	There is a road located in the sector before threshold 25 that is very close to the Runway	SEP/ 2006	ICAO Visit September 2006	A	The length, width and slope of the Runway strip should be verified	Costa Rica		
AGA 427 CAR	Runway End Safety Area (Annex 14, Vol.I, Chap. 3.5, 3.5.1 to 3.5.11)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	Runway 05/27 does not have RESA	SEP/ 2006	ICAO Visit September 2006	A	Enable RESAs	Costa Rica		
AGA 428 CAR	Obstacles (Annex 14, Vol. I, Chap. 3.6 - 3.6.6)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	Mark the closed perimeter located before threshold 25	SEP/ 2006	ICAO Visit September 2006	A	To mark the close perimeter fencing considering runway width projection	Costa Rica		
AGA 429 CAR	Runway Geometry (Annex 14, Vol. I, Chap. 3.9 & 3.9.16)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The current Geometry design of the rapid exit taxiway does not allow to optimize air traffic management for arrivals on Runway 07	SEP/ 2006	ICAO Visit September 2006	B	To study the location of a rapid exit taxiway	Costa Rica		
AGA 430 CAR	Visual Aids (Annex 14, Vol.I, Chap. 5.2.1.1, 5.2.1.2, 5.2.1.4 through 5.2.1.7)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	There is a lack of maintenance to the different types of markings on the runway, taxiways and apron.	SEP/ 2006	ICAO Visit September 2006	A	Put the different types of markings on the Runway, taxiways and apron	Costa Rica		
AGA 431 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.3.4, 5.3.4.1 c), 5.3.4.10 through 5.3.4.21)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The approach lighting systems do not meet the requirements and the current system is poorly maintained	SEP/ 2006	ICAO Visit September 2006	A	Place the different types of Runway, taxiways and apron markings as required	Costa Rica		
AGA 432 CAR	Obstacles (Annex 14, Vol. I, Chap. 4 - 4.2.13)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The approach surface to Runway 25 has obstacles such as trees, antennas and light posts	SEP/ 2006	ICAO Visit September 2006	A	Eliminate and mark the obstacles	Costa Rica		
AGA 433 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.10.2 through 5.2.10.5)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The Runway holding position marking location is marked near the taxiway centreline and the taxiway side edge markings at Runway 07, which causes confusion.	SEP/ 2006	ICAO Visit September 2006	A	Study and redesign the markings with the necessary precautions in order to protect sensible areas and critical ILS	Costa Rica		
AGA 434 CAR	Obstacles (Annex 14, Vol. I, Chap. 6 - 6.1-6.1.1, 6.1.11, 6.3, 6.3.11 through 6.3.36)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The constructions and electrical intallations inside and outside the airport are not iluminated	SEP/ 2006	ICAO Visit September 2006	A	Illuminate obstacles both in and outside the airport	Costa Rica		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 435 CAR	Electrical Systems (Annex 14, Vol. I Chap. 8, 8.1, 8.1.1 through 8.1.11, 8.2, 8.2.1 through 8.2.3, 8.3, 8.3.1 through 8.3.5)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The secondary power supply requirements need to be verified	SEP/ 2006	ICAO Visit September 2006	A	Review and modify as required	Costa Rica		
AGA 436 CAR	Taxiways (Annex 14, Vol. I Chap. 3, 3.9.8, 3.11, 3.11.2 through 3.11.5)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The minimum separation distances between the centre line of the taxiway and the centre line of the Runway are not complied with. A small portion of the Eastern strip of taxiway D to Runway 07 has an important slope on the terrain	SEP/ 2006	ICAO Visit September 2006	A	Comply with the minimum separation distances and level the terrain	Costa Rica		
AGA 437 CAR	Visual Aids (Annex 14, Vol. I Chap.5, 5.3.10, 5.3.10.1 through 5.3.10.10)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The runway threshold and wing bar lights do not comply with the location and separation requirements	SEP/ 2006	ICAO Visit September 2006	A	Review, rearrange and reinstall the runway threshold and wing bar lights as necessary	Costa Rica		
AGA 438 CAR	Certification of Aerodromes (Annex 14, Vol. I Chap.1, 1.4.1)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	Certification of Aerodromes and aerodrome inspector concepts are not included in the Basic Law	SEP/ 2006	ICAO Visit September 2006	A	Modify Legal Framework to include concepts	Costa Rica		
AGA 439 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap.9, 9.2, 9.2.21 through 9.2.30)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The RFFS facilities are very near to the fuel facilities; and the access roads are intercepted by a service road	SEP/ 2006	ICAO Visit September 2006	A	Move the fuel facilities at least 150 meters from the RFFS facilities or move the RFFS facilities far from the fuel facilities but near the Runway	Costa Rica		
AGA 440 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap.9, 9.2, 9.2.21 through 9.2.30)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The RFFS personnel does not have the aviation fire fighter certification	SEP/ 2006	ICAO Visit September 2006	A	To train the personnel and certify them as aviation fire fighters	Costa Rica		
AGA 441 CAR	Bird Hazard (Annex 14, Vol. I, Chap.9, 9.4 & 9.5)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	There is no a Wildlife Prevention and mitigation Programme	SEP/ 2006	ICAO Visit September 2006	A	Prepare and establish the Programme	Costa Rica		
AGA 442 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10-10.1.1 10.2 & 10.2.1)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	Lack of Implementation of a Maintenance Program for the pavement surfaces and sewage. The runway surface is not measured periodically to determine the friction characteristics of the runway surface	SEP/ 2006	ICAO Visit September 2006	A	It is necessary to periodically measure the friction characteristics of the runway surface	Costa Rica		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 443 CAR	Visual Aids (Annex 14, Vol. I Chap.5, 5.1.1.1, through 5.1.1.5)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaría	The wind direction indicators are not properly maintained and illuminated and the bases are not frangible	SEP/ 2006	ICAO Visit September 2006	A	Include a Maintenance Programme, illuminate indicators and replace bases with frangible structures	Costa Rica		
AGA 444 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10-10.1.1 10.2 & 10.2.1)	Costa Rica, LIBERIA Daniel Oduber Quirós	Lack of Implementation of a Maintenance Program for the pavement surfaces and sewage. The runway surface is not measured periodically to determine the friction characteristics of the runway surface	SEP/ 2006	ICAO Visit September 2006	A	It is necessary to periodically measure the friction characteristics of the runway surface	Costa Rica		
AGA 445 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 2.2.6.2)	Costa Rica, LIBERIA Daniel Oduber Quirós	Does not apply ANC - PCN Method	SEP/ 2006	ICAO Visit September 2006	A	To provide information	Costa Rica		
AGA 446 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap.9, 9.2, 9.2.21 through 9.2.30)	Costa Rica, LIBERIA Daniel Oduber Quirós	The RFFS facilities are very near to the fuel facilities; and the access roads are intercepted by a service road	SEP/ 2006	ICAO Visit September 2006	A	Study the moving of the fuel facilities at least 150 meters from the RFFS facilities or move the RFFS facilities far from the fuel facilities but near the Runway. Install the precaution marking at the vehicle exit	Costa Rica		
AGA 447 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap.9, 9.2, 9.2.21 through 9.2.30)	Costa Rica, LIBERIA Daniel Oduber Quirós	The RFFS personnel does not have the aviation fire fighter certification	SEP/ 2006	ICAO Visit September 2006	A	To train the personnel and certify them as aviation fire fighters	Costa Rica		
AGA 448 CAR	Runway End Safety Area (Annex 14, Vol.I, Chap. 3.5, 3.5.1 to 3.5.11)	Costa Rica, LIBERIA Daniel Oduber Quirós	Runway 05/27 does not have RESA	SEP/ 2006	ICAO Visit September 2006	A	Enable RESAs	Costa Rica		
AGA 450 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5- 5.3.5.1 and ANP FASID Table AOP1)	Costa Rica, LIBERIA Daniel Oduber Quirós	Runway 25 has no visual approach slope indicator systems	SEP/ 2006	ICAO Visit September 2006	A	Provide visual approach slope indicator systems	Costa Rica		
AGA 451 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5- 5.4.1.1, 5.4.2, 5.4.3 & 5.4.4)	Costa Rica, LIBERIA Daniel Oduber Quirós	Signs on the airfield do not comply with standards in terms of design and illumination	SEP/ 2006	ICAO Visit September 2006	A	Provide adequate signs on the airfield	Costa Rica		
AGA 452 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5.2.14.1 through 5.2.14.4)	Costa Rica, LIBERIA Daniel Oduber Quirós	Apron has no safety lines. Lack of Painting Maintenance	SEP/ 2006	ICAO Visit September 2006	A	Provide safety lines on the platform	Costa Rica		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIS 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	
CRI Costa Rica											
AIS	33 CAR	Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	Costa Rica	Partial implementation of the WGS-84	JAN/ 1998	GREPECAS AIS/MAP Subgroup Survey to States	A	Need to implement the WGS-84 Geodetic System	State	JUL/ 2007	Obstacles determination.
AIS	50 CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Costa Rica	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan reported.	A	Need for production of aeronautical charts according to requirements.	State	JUL/ 2007	Obstacles determination.
AIS	171 CAR	Annex 4Chap. 17.	Costa Rica	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. A new chart is being developed.	B	Need for production of aeronautical charts according to the ICAO specifications.	State	OCT/ 2007	
AIS	186 CAR	Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Costa Rica	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for production of aeronautical charts of this series according to the ICAO specifications.	State	JUL/ 2007	
AIS	248 CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Costa Rica	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart-ICAO	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for effective production of this series of aeronautical charts.	State	JAN/ 2000	
AIS	315 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Costa Rica	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rullcs are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	A	AUG/ 2007	
AIS	352 CAR	Annex 15, Chapter 10, e-TOD, App. 8	Costa Rica	Implementation of e-TOD in accordance with Annex 15, para. 10.1.1	MAR/ 2011	Check introductory note in Annex 15, Chap. 10. An action plan must be prepared. Deadline for implementation: November 2015.	A		State		

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
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		

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 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 he 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		

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 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		
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		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET 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
CRI Costa Rica										
MET	12 CAR	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Costa Rica	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	JUN/ 1996	Review the functions and training of the aeronautical meteorologist.	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States	
MET	31 CAR	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4. 6.3.2)	Costa Rica	RVR have not been implemented	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State	
MET	48 CAR	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Costa Rica	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
CUB Cuba										
AGA 132	CAR Runway Strips (Annex 14, Vol. I, 4th Edition Chap. 3.4.3 & 6)	Cuba, HABANA, José Martí International	The runway strip width is insufficient in the southeast area of the runway close to Terminal 1 and the Runway 24 threshold	SEP/ 2008	ICAO Visit June 2001	A	To remove objects and to increase the runway strip width. Action Plan: Aeronautical study for recovering the necessary area in order to comply with the 150 m width of runway strip in the southeast zone.	ECASA	MAR/ 2012	Economic constrains in entities of the country. An aeronautical study was made and works are under progress to rescue the land to complete the runway strip.
AGA 140	CAR Visual Aids (Annex 14, Vol. I, 4th Edition, Chap. 5.3.4.1.(C) and ANP Table AOP1)	Cuba, HOLGUIN, Frank Pais	There is no Category I precision approach lighting system on Runway 05.	SEP/ 2008	ICAO Visit in June 2001	A	Provide precision approach lighting system. Action Plan: The project study and hiring implementation process are on-going.	ECASA	JUN/ 2012	
AGA 143	CAR Visual Aids (Annex 14, Vol. I, 4th Edition, Chap. 5.3.4.1.(A) and ANP Table AOP1)	Cuba, CAMAGUEY, Ignacio Agramonte	Runway 25 is lacking a simple approach lighting system	SEP/ 2008	ICAO Visit in June 2001	A	To provide a simple approach lighting system.	ECASA	DEC/ 2011	An amendment to the CAR/SAM ANP Table AOP1 was requested since Camaguey no longer has ILS and it does not justify the installation of this type of system for a runway that is normally used in good visibility conditions and has another visual aid such as PAPI.
CUB Cuba										
AIS 353	CAR Annex 15, Chapter 10, e-TOD, App. 8	Cuba	Implementation of e-TOD in accordance with Annex 15, para. 10.1.1	MAR/ 2011	Check introductory note in Annex 15, Chap. 10. An action plan must be prepared. Deadline for implementation: November 2015.	A		State		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET 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

CUB Cuba

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

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
CU Curaçao										
AGA 246	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.8.1 & 3)	CURACAO/ WILLEMSTAD, Hato Int'l	Taxiway centreline markings at runway – taxiway intersections are not provided on some taxiways	FEB/ 2002	ICAO Visit February 2002	A	Provide taxiway centreline markings at all runway – taxiway intersections. Action Plan: Airport operator to paint taxiway centreline markings on runway intersections.	Netherlands Antilles	APR/ 2003	
AGA 247	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.4.1(C) and ANP FASID Table AOP1)	CURACAO/ WILLEMSTAD, Hato Int'l	A simple approach lighting system is provided for Runway 11	FEB/ 2002	ICAO Visit February 2002	A	Provide a Category I precision approach lighting system for Runway 11. Action Plan: Airport operator to engage in consultation process with DCA and aircraft operators to confirm the need for a Category I precision approach lighting system and submit a technical aeronautical study to the DCA to request acceptance of non-compliance with standard requirement, if applicable. If a Category I precision approach lighting system is necessary, airport operator to provide.	Netherlands Antilles	DEC/ 2004	High cost of provision and pilot reports of blinding by existing lights.
AGA 248	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.4.1(C) and ANP FASID Table AOP1)	CURACAO/ WILLEMSTAD, Hato Int'l	A visual approach slope indicator system is not provided for Runway 29	FEB/ 2002	ICAO Visit February 2002	A	Provide a visual approach slope indicator system for Runway 29. Action Plan: Airport operator to engage in consultation process with DCA and aircraft operators to confirm the need for PAPI lights. If PAPI lights are necessary, airport operator to provide.	Netherlands Antilles	DEC/ 2004	High cost of provision and low utilisation of Runway 29 (<1%).

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 249 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.15 - 5.3.15.1)	CURACAO/ WILLEMSTAD, Hato Int'l	Stopway lights are not provided	FEB/ 2002	ICAO Visit February 2002	A	Provide stopway lights or do not declare stopway. Action Plan: NOTAM to be issued by DCA notifying lack of stopway lights. Airport operator to engage in consultation process with DCA and aircraft operators to confirm the need for stopways. If stopways are not necessary, DCA not to declare, modify the runway declared ASDA distance and amend AIP. If stopways are necessary, airport operator to provide stopway lights.	Netherlands Antilles	DEC/ 2004	
AGA 250 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10.2, 10.2.1, 10.2.2, 10.2.4, 10.2.7)	CURACAO/ WILLEMSTAD, Hato Int'l	Parallel taxiway pavement has extensive cracking from the apron to Runway 11	FEB/ 2002	ICAO Visit February 2002	A	Upgrade taxiway pavement. Action Plan: Airport operator developing a new re-aligned Taxiway A West.	Netherlands Antilles	DEC/ 2003	
AGA 251 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10.2, 10.2.1, 10.2.2, 10.2.4 & 10.2.7)	CURACAO/ WILLEMSTAD, Hato Int'l	Runway pavement has extensive cracking	FEB/ 2002	ICAO Visit February 2002	A	Upgrade runway pavement. Action Plan: Airport operator to seal runway surface.	Netherlands Antilles	DEC/ 2003	Airport operator has carried out a specialized technical study, which establishes that the cracking is only superficial, not structural.

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIS 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
CU Curaçao										
AIS	61 CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Netherlands Antilles	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO.	A	Need for production of aeronautical charts according to requirements.	State	Obstacles determination
AIS	104 CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	Netherlands Antilles	Lack of highest priority for printing of AIS publications.	SEP/ 1996	Records/files NACC RO; GREPECAS reports	A	Need to provide a higher priority for the printing of AIS publications	State	
AIS	195 CAR	Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Netherlands Antilles	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports.	A	Need for production of aeronautical charts of this series according to the ICAO specifications.	State	
AIS	211 CAR	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Netherlands Antilles	Partial application of ICAO requirements for the production of Aerodrome obstacle chart-ICAO Type A.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports.	A	Need for effective production of aeronautical charts of this series according to the ICAO specifications.	State	
AIS	256 CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Netherlands Antilles	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart-ICAO.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports.	A	Need for effective production of this series of aeronautical charts.	State	
AIS	266 CAR	Annex 4 Chap. 7; Doc 8733 Basic ANP, Part VIII, Paras. 59 d) and 64 4); FASID Table AIS 6	Netherlands Antilles	Partial application of ICAO requirements for the production of En route Navigation Charts-ICAO.	SEP/ 1996	Records/files in NACC RO. GREPECAS and AIS/MAP/SG reports.	A	Effective application of ICAO requirements for the production of En route chart-ICAO.	State	
AIS	268 CAR	Annex 15, Chapter 4, Para. 4.2.9; Doc. 8733, ANP, Part VI, 3.2	Netherlands Antilles	Lack of regular and effective updating of the AIP Document	OCT/ 2000	GREPECAS AIS/MAP Subgroup	A	Need to keep updated the information/data contained in the AIP	State	
AIS	330 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Netherlands Antilles	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007
AIS	362 CAR	Annex 15, Chapter 10, e-TOD, App. 8	Curaçao	Implementation of e-TOD in accordance with Annex 15, para. 10.1.1	MAR/ 2011	Check introductory note in Annex 15, Chap. 10. An action plan must be prepared. Deadline for implementation: November 2015.	A		State	

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

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.

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	
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.

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

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIS 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
DMA Dominica										
AIS	52 CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Dominica	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan reported.	A	Need for production of aeronautical charts according to requirements.	State	Obstacle determination.
AIS	126 CAR	Annex 15, Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Dominica	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State	
AIS	145 CAR	Annex 4 Chap. 16 Append. 5. FASID Table AIS 7.	Dominica	Production of the world aeronautical charts-ICAO not according to the sheet layout index established for this series of chart.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	B	Need for production of aeronautical charts according to the established requirements.	State	
AIS	187 CAR	Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Dominica	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for production of aeronautical charts of this series according to the ICAO specifications.	State	
AIS	332 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Dominica	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rullles are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007
AIS	354 CAR	Annex 15, Chapter 10, e-TOD, App. 8	Dominica	Implementation of e-TOD in accordance with Annex 15, para. 10.1.1	MAR/ 2011	Check introductory note in Annex 15, Chap. 10. An action plan must be prepared. Deadline for implementation: November 2015.	A		State	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
DOM Dominican Republic										
AGA 77	CAR Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2, 10.2.1, 10.2.2, 10.2.3 & 10.2.4)	Dominican Republic, SANTO DOMINGO, Las Americas Intl	Runway surface pavement irregularities and rubber deposit accumulation.	MAY/ 2000	ICAO Visit May 2000 IATA Report June 2000	A	Remove rubber and upgrade pavements. Action Plan: Regarding the rubber removal, we are in the process of purchasing a removal machine. Regarding the pavement upgrade, we are conditioning the parallel taxiway in order to use it as a probable runway, by doing this, we will give maintenance to the runway.	Dominican Republic	DEC/ 2005	
AGA 480	CAR Certification of Aerodromes (Annex 14, Vol. I Chap.1, 1.4.1, 1.4.3, 1.4.5).	Dominican Republic - Dr. Joaquín Balaguer International Airport	Regulations on Certification of Aerodromes were published but have not been in force for their compliance.	JAN/ 2007	ICAO Visit January 2007	A	To put in force the regulations on certification of aerodromes for its compliance by the airport operators	Dominican Republic		
AGA 481	CAR Maintenance (Annex 14, Vol. I Chap.2, 2.3.1, 2.3.2, 2.3.3, Appendix 5, Table A 5-2)	Dominican Republic - Dr. Joaquín Balaguer International Airport	The aerodrome geodetic ondulation data is not contained in the Aerodromes Manuals.	JAN/ 2007	ICAO Visit January 2007	A	The airport operators should include the geodetic ondulation on runways and threshold data in the Aerodromes Manual.	Dominican Republic		
AGA 482	CAR Visual Aids (Annex 14, Vol.I, Chap.3, Rec. 3.2.1)	Dominican Republic - Dr. Joaquín Balaguer International Airport	The runway and taxiways do not have shoulders	JAN/ 2007	ICAO Visit January 2007	A	To put shoulders to the runway and taxiways	Dominican Republic		
AGA 483	CAR Runways (Annex 14, Vol. I, Chap. 3, 3.4.6 and Chap. 9, 9.4.3)	Dominican Republic - Dr. Joaquín Balaguer International Airport	Width is insufficient cleared of tall grass that exist beyond the graded portion of the runway strip.	JAN/ 2007	ICAO Visit January 2007	A	Clear tall grass	Dominican Republic		
AGA 484	CAR Runway End Safety Area (Annex 14, Vol.I, Chap.3 - 3.5.1, 3.5.2 & 3.5.3)	Dominican Republic - Dr. Joaquín Balaguer International Airport	RESAs are not declared	JAN/ 2007	ICAO Visit January 2007	A	To declare RESAs	Dominican Republic		
AGA 485	CAR Obstacles (Annex 14, Vol. I, Chap. 4, 4.2.11)	Dominican Republic - Dr. Joaquín Balaguer International Airport (MDJB)	There are shrubs and trees in the approach and departure areas of runway 01-19, piercing the gradients lightly.	JAN/ 2007	ICAO Visit January 2007	A	Clear shrubs and trees below the corresponding gradients.	Dominican Republic		
AGA 486	CAR Visual Aids (Annex 14, Vol.I, Chap.5, Rec. 5.2.13.1, 5.2.14.2, 5.2.15.1, 5.2.15.2 and 5.2.15.3)	Dominican Republic - Dr. Joaquín Balaguer International Airport (MDJB)	Lack of markings on the apron	JAN/ 2007	ICAO Visit January 2007	A	The markings should be painted to meet ICAO standards	Dominican Republic		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 487 CAR	Visual Aids (Annex 14, Vol.I, Chap.5, Rec. 5.3.9.7, letter b)	Dominican Republic - Dr. Joaquín Balaguer International Airport (MDJB)	Only two thirds of the yellow lights at the edge of the runway are installed.	JAN/ 2007	ICAO Visit January 2007	A	To complete the lights on the edge of the runway with yellow filters.	Dominican Republic		
AGA 488 CAR	Visual Aids (Annex 14, Vol.I, Chap.5, Rec. 5.4.3.7, 5.4.3.8, 5.4.3.9, and 5.4.3.10)	Dominican Republic - Dr. Joaquín Balaguer International Airport (MDJB)	Lack of information signs.	JAN/ 2007	ICAO Visit January 2007	A	To install information signs.	Dominican Republic		
AGA 489 CAR	Visual Aids (Annex 14, Vol.I, Chap.5, 5.4.1.1 and 5.4.4.2)	Dominican Republic - Dr. Joaquín Balaguer International Airport (MDJB)	Lack of VOR verification point sign.	JAN/ 2007	ICAO Visit January 2007	A	Install VOR verification point sign.	Dominican Republic		
AGA 490 CAR	Visual Aids (Annex 14, Vol. I, Chap.6, 6.3.1)	Dominican Republic - Dr. Joaquín Balaguer International Airport (MDJB)	The constructions inside the airport are not iluminated.	JAN/ 2007	ICAO Visit January 2007	A	Illuminate constructions inside the airport.	Dominican Republic		
AGA 491 CAR	Bird Hazard (Annex 14, Vol. I, Chap. 9, 9.4.4)	Dominican Republic - Dr. Joaquín Balaguer International Airport (MDJB)	There is a landfill in the vicinity of the airport.	JAN/ 2007	ICAO Visit January 2007	A	To oversee the landfill management in order to diminish the presence of birds in the vicinity.	Dominican Republic		
AGA 492 CAR	Visual Aids (Annex 14, Vol.I, Chap.5, Rec. 5.3.9.7, letter b)	Dominican Republic - José Francisco Peña Gómez, Las Américas (MDSD)	The last 600 mts at the edge of the runway are not yellow.	JAN/ 2007	ICAO Visit January 2007	A	To complete the lights on the edge of the runway with yellow filters.	Dominican Republic		
AGA 493 CAR	Visual Aids (Annex 14, Vol.I, Chap.6, 6.3.1)	Dominican Republic - José Francisco Peña Gómez, Las Américas (MDSD)	The constructions inside the airport are not iluminated.	JAN/ 2007	ICAO Visit January 2007	A	Illuminate constructions inside the airport.	Dominican Republic		
AGA 494 CAR	Pistas (Anexo 14, Vol. I, Cap. 3, 3.4.6 and Chap. 9, 9.4.3)	Dominican Republic - José Francisco Peña Gómez, Las Américas (MDSD)	The grass is quite tall on the apron strips.	JAN/ 2007	ICAO Visit January 2007	A	Tu cut the grass and maintain it in a an appropriate height .	Dominican Republic		

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REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIS 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
DOM Dominican Republic										
AIS	34 CAR Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	Dominican Republic	Partial implementation of the WGS-84	JAN/ 1998	GREPECAS AIS/MAP Subgroup Survey to States, Was informed on a new WGS 84 survey project (enc. 131 file NE-58-3/mar-15-2002)	A	Need to implement the WGS-84 Geodetic System. Action Plan: 90% completed.	State	NOV/ 2004	Administrative coordination. Obstacles determination.
AIS	355 CAR Annex 15, Chapter 10, e-TOD, App. 8	Dominican Republic	Implementation of e-TOD in accordance with Annex 15, para. 10.1.1	MAR/ 2011	Check introductory note in Annex 15, Chap. 10. An action plan must be prepared. Deadline for implementation: November 2015.	A		State		
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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IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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1	2	3	4	5	6	7	8	9	10	11
DOM Dominican Republic										
MET 14	CAR Adequate number of MET trained staff.	Dominican Republic	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	JUN/ 1996	To use CAR/SAM technical cooperation regional projects for the training of aeronautical meteorology.	A	To establish training courses at national level for basic and regular levels, and to use the regional projects of Technical Cooperation for high level. Action Plan: There are requirements of specialized meteorological personnel in the Meteorological Aeronautical field and an important amount of aeronautical meteorologists.	States	DEC/ 2008	Few regional contacts for a training plan and lack of financing.
MET 33	CAR CAR/SAM ANP MET Requirements, Table AOP 1.	Dominican Republic	RVR have not been implemented.	JUN/ 1996		B	Establishment of RVR systems. Action Plan: The RVR hav not been implemented yet.	State	DEC/ 2008	Lack of financing and very expensive equipment.
MET 49	CAR CAR/SAM ANP, Part VI, Meteorology, para. 3.	Dominican Republic	Do not transmit regularly the special AIREPs in accordance with requirements.	MAY/ 1996	Keep a strict supervision and control of the operational ATS/MET staff to keep them informed on the importance of AIREPs and on the need to disseminate them where required.	A	To coordinate with the ATC the technical agreements to obtain the information from the aricrafts. Action Plan: The special AIREPs are not being transmitted in regular form, according to the requirements.	States		Problems to establish the letters of agreement and few personnel.
MET 86	CAR Assess visual range in runway for CAT I operations (Annex 3, Chapter 4, Rec 4.6.3.2 a)	Dominican Republic aeronautical meteorological stations	MDPC and MDSD RVRs are not implemented or in operation.		Plan the acquisition of or repair RVRs .	A		CAA		

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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
SLV El Salvador										
AGA 473	CAR Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2.1, Chap. 3 Rec. 3.4.8, 3.4.10)	San Salvador, El Salvador International Airport	The canal that cross through the 07 and 25 thresholds, might cause unsafe operation of aircrafts that could have a large or a short landing	NOV/ 2006	ICAO Visit November 2006	A	To cover the canal 150mts, taking into account 75 mts on each side of the centre line on runway 07-25	El Salvador	DEC/ 2009	Currently the airport counts with the design of works for passage over rain water drainage gutter located in Cabeceras 07 and 25, which was made in year 2009. The management for the construction of said design is being evaluated by CEPA for implementation in the following 5-year term.
AGA 475	CAR Visual Aids (Annex 14, Vol.I, Chap.6, 6.1, 6.3.14)	San Salvador, El Salvador International Airport	The adjacent buildings to aprons are not indicated	NOV/ 2006	ICAO Visit November 2006	A	To sign buildings and hangars	El Salvador, CEPA	DEC/ 2009	
AGA 568	CAR Annex 14, Vol. I, Chap.9, 9.2.42)	El Salvador	Rescue and fire fighting personnel does not count with proper clothing, as it has fallen into disuse.	SEP/ 2010	Rescue and fire fighting personnel requires renewal of clothing to effectively perform their duties.	A		El Salvador, CEPA	2011	
AGA 569	CAR Annex 14, Vol.I, Chap.9, 9.6	El Salvador	There is not enough fire fighting equipment on the apron.	SEP/ 2010	For ground aircraft service, enough fire fighting equipment shall be available for initial intervention in case of fuel fire, and to address an important fuel spillage. A procedure should be established to require the presence of SEI services.	A		El Salvador, CEPA	2011	
AGA 570	CAR Annex 14, Vol. I, Chap. 9, 9.8	El Salvador	Does not count with a guidance system nor surface movement control.	SEP/ 2010	The system design should consider the air traffic volume, visibility conditions, the need to guide the pilot, the aerodrome configuration and vehicle circulation..	A		El Salvador, CEPA	2011	

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IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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1	2	3	4	5	6	7	8	9	10	11
SLV El Salvador										
AIS	10 CAR Annex 15, Chap. 4, Para. 4.2.9; Doc. 8733, Basic ANP, Part VIII, Paras 36 to 37	El Salvador	Lack of regular and effective updating of the AIP Document	OCT/ 2000	GREPECAS AIS/MAP Subgroup	A	Need to keep updated the information/data contained in the AIP	State	DEC/ 2010	Will work in two amendments 1st regular and 2nd. AIRAC. For a more effective work CEPA AIS personnel training is required in the Publications, NOTAM, Cartography and GIS areas.
AIS	35 CAR Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	El Salvador	Partial implementation of the WGS-84	JAN/ 1998	GREPECAS AIS/MAP Subgroup Survey to States	A	Need to implement the WGS-84 Geodetic System	State	DEC/ 2010	Total WGS-84 uplifting, only publication is required in different cartographic procedures. For an effective provision of services a training of personnel of the CEPA AIS in the GIS, WGS84 and MAP areas is required.
AIS	54 CAR Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	El Salvador	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO.	A	Need for production of aeronautical charts according to requirements.	State	DEC/ 2010	The Operator coordination will be required, Aeronautical Authority and CNR for the publication. Data is available, only development of charts and the correspondent publication is required.
AIS	85 CAR Doc. 8733 Basic ANP, Part VIII, Paras. 61 to 64, FASID Table AIS 7	El Salvador	Lack of production of the World Aeronautical Chart ICAO 1:1000 000	NOV/ 1994	Records/files NACC RO; GREPECAS reports	B	Need for production of ICAO Aeronautical World Chart 1:1000,000	State		

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IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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1	2	3	4	5	6	7	8	9	10	11
AIS 92 CAR	Doc. 8733 Basic ANP, Part VIII, Para.24	El Salvador	Lack of use of English for plain language texts	SEP/ 1996	Records/files NACC RO; GREPECAS reports	A	Need of use of English for plain language texts.	State	DEC/ 2011	The AIP third Edition is planned in both languages English/Spanish, also all integrated documentation elements in two languages. The assigned personnel is required to develop it at a full schedule with the support and necessary tools.
AIS 98 CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	El Salvador	Lack of highest priority for printing of AIS publications.	SEP/ 1996	Records/files NACC RO; GREPECAS reports	A	Need to provide a higher priority for the printing of AIS publications	State	DEC/ 2010	It is required that the AIS CEPA personnel have the aeronautical training (Publications) and have the support and necessary tools (Equipment).
AIS 146 CAR	Annex 4 Chap. 16 Append. 5. FASID Table AIS 7.	El Salvador	Production of the world aeronautical charts-ICAO not according to the sheet layout index established for this series of chart.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports.	B	Need for production of aeronautical charts according to the established requirements.	State		
AIS 173 CAR	Annex 4Chap. 17.	El Salvador	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports.	B	Need for production of aeronautical charts according to the ICAO specifications.	State		
AIS 189 CAR	Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	El Salvador	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports.	A	Need for production of aeronautical charts of this series according to the ICAO specifications.	State	DEC/ 2010	Corresponding coordination will be carried-out with the ATS-COCESNA-CNR services. Training of personnel from AIS-CEPA in the GIS and MAP areas is required.
AIS 250 CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	El Salvador	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart-ICAO	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for effective production of this series of aeronautical charts.	State	DEC/ 2010	The chart is already available, it is expected that the correspondent unit send it to the pertinent AIS/AD office for it immediate publication.

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1	2	3	4	5	6	7	8	9	10	11
AIS 317 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	El Salvador	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevant technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2010	The approval of quality system (QS) manuals by the corresponding authorities. A draft QS manual is already prepared. The GREPECAS AISMAP Subgroup presented a Guidance Manual and relevant technical documentation.
AIS 356 CAR	Annex 15, Chapter 10, e-TOD, App. 8	El Salvador	Implementation of e-TOD in accordance with Annex 15, para. 10.1.1	MAR/ 2011	Check introductory note in Annex 15, Chap. 10. An action plan must be prepared. Deadline for implementation: November 2015.	A		State		
SLV El Salvador										
MET 15 CAR	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5	El Salvador	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	JUN/ 1996	Review the functions and training of the aeronautical meteorologist.	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States		
MET 34 CAR	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4. 6.3.2)	El Salvador	RVR have not been implemented	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State		

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IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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1	2	3	4	5	6	7	8	9	10	11
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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REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AGA FIELD IN THE CAR REGION

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
GRD Grenada										
AGA 123	CAR Runway Strip (Annex 14, Vol. I, Chap. 3.4, 3.4.3, 6 & 15)	Grenada, ST. GEORGES, Point Salines Intl	Runway strip is deficient in width, transverse slopes and due to objects as follows: Topography, hangar, western runway end - both north and south corners, Hardy Bay, sea on south side, VOR/DME access road, sewage pond, standby generator, culvert headwalls, drainage ditch, and road, fence and buildings located at the southeast runway end	MAY/ 2001	ICAO Visit May 2001 & May 2008	A	Do not declare a stopway thereby reducing the runway strip length and the western end deficiencies. Delethalise VOR/DME access road embankment and Hardy Bay - Sea culvert headwalls. Widen runway strip by filling the water areas and remove or modify objects located in runway strip.	ECCAA	JUN/ 2003	
AGA 124	CAR Obstacles (Annex 14, Vol. I, Chap. 4, 4.2.10 & 12)	Grenada, ST. GEORGES, Point Salines Intl	Large aircraft tails when parked on the apron and topography are obstacles infringing in the transitional surface	MAY/ 2001	ICAO Visit May 2001 & May 2008	A	Future reconfiguration of the apron should consider eliminating this deficiency	Grenada		
AGA 125	CAR Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.5.1, 5.3.5.3 & 5.3.5.23 & ANP Table AOP1)	Grenada, ST. GEORGES, Point Salines Intl	No visual approach slope indicator system is provided for Runway 28	MAY/ 2001	ICAO Visit May 2001 & May 2008	A	Install visual approach slope indicator system for Runway 28 if approaches on Runway 28 are available	Grenada		
AGA 126	CAR Fencing (Annex 14, Vol. I, Chap. 9, 9.10.1.9.10.4 & 9.10.6)	Grenada, ST. GEORGES, Point Salines Intl	Fencing incomplete around perimeter	MAY/ 2001	ICAO Visit May 2001	A	Provide complete perimeter security barrier	Grenada	APR/ 2003	
AGA 127	CAR Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2, Rec. 9.2.22 & 26)	Grenada, ST. GEORGES, Point Salines Intl	Access from rescue and fire-fighting services facilities to the runway is not the most direct	MAY/ 2001	ICAO Visit May 2001 & May 2008	A	Designate a direct route across the apron to the existing access road to the runway to ensure minimum response times to both runway ends	Grenada	AUG/ 2003	
AGA 128	CAR Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2, Rec. 9.2.32 & 33)	Grenada, ST. GEORGES, Point Salines Intl	Present staff levels are considered inadequate for Category 9 with 7 plus a supervisor reported	MAY/ 2001	ICAO Visit May 2001 & May 2008	A	Staff levels should be increased to 9 plus supervisor for Category 9 and 3 vehicles	Grenada	MAR/ 2003	

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1	2	3	4	5	6	7	8	9	10	11
GRD Grenada										
AIS	55 CAR Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Grenada	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO.	A	Need for production of aeronautical charts according to requirements.	State		Obstacles determination.
AIS	128 CAR Annex 15, Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Grenada	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State		
AIS	318 CAR Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Grenada	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rullles are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007	
AIS	357 CAR Annex 15, Chapter 10, e-TOD, App. 8	Grenada	Implementation of e-TOD in accordance with Annex 15, para. 10.1.1	MAR/ 2011	Check introductory note in Annex 15, Chap. 10. An action plan must be prepared. Deadline for implementation: November 2015.	A		State		
GRD Grenada										
CNS	63 CAR CAR/SAM FASID, Doc. 8733, Volume II, Table CNS 3 – Table of Radio Navigation Aids	Grenada, St. Georges/ Point Salines	ILS not implemented for runway 10	JUL/ 2009	Reported by IFALPA on Annex 19 Information for December 2008	B	Implement ILS equipment, revise Air Navigation Plan for implementation of GNSS elements or update of runway type according to operations requirements.			

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
GRD Grenada										
MET 16	CAR Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Grenada	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	JUN/ 1996	Review the functions and training of the aeronautical meteorologist	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	State		
MET 35	CAR Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4. 6.3.2)	Grenada	RVR have not been implemented	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State		
MET 51	CAR Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Grenada	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	State		
MET 69	CAR Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Grenada	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B	JUN/ 1996	a) Implement the SIP COM/MET Recommendations for the CAR Region, b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	State		

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1	2	3	4	5	6	7	8	9	10	11
GTM Guatemala										
AGA 3	CAR Runway Geometry (Annex 14, Vol. I, Section 3.1 & - 3.1.13)	Guatemala, GUATEMALA, La Aurora	The runway longitudinal slope exceeds the limits specified.	DEC/ 1999	ICAO Visit December 1999, May 2001 and June 2006 ICAO visit October 2007	A	Reduce the runway longitudinal slope.	Guatemala		
AGA 14	CAR Runway Strip (Annex 14, Vol. I, Section 3.4, 3.4.3 and 3.4.6)	Guatemala, GUATEMALA, La Aurora	Insufficient runway strip width in some sectors and some objects were positioned on the runway strip	DEC/ 1999	ICAO Visit December 1999, May 2001 and June 2006 ICAO visit October 2007	A	To widen the runway strip and remove obstacles on the strip	Guatemala		
AGA 23	CAR Runway End Safety Area (Annex 14, Vol. I, Section 3.5, 3.5.1 - 3.5.5)	Guatemala, GUATEMALA, La Aurora	No runway end safety areas are provided on both runway ends	DEC/ 1999	ICAO Visit December 1999 and May 2001 ICAO visit October 2007	A	Provide RESAs	Guatemala		
AGA 28	CAR Obstacles (Annex 14, Vol. I, Section 4.1 and 4.2)	Guatemala, GUATEMALA, La Aurora	Obstacles exist in the approach, take-off, transitional and inner horizontal obstacle limitation surfaces	DEC/ 1999	ICAO Visit December 1999 and May 2001 IATA Letter January 2001 ICAO visit October 2007	A	Remove, light and/or mark obstacles as appropriate	Guatemala		Obstacles will be published in the AIP and in Air Navigation Charts.
AGA 50	CAR Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.4, 5.3.4.2 - 5.3.4.9 and ANP, Table AOP 1)	Guatemala, GUATEMALA, La Aurora	Inadequate approach lighting systems on both runway approaches.	DEC/ 1999	ICAO Visit December 1999 and May 2001 ICAO visit October 2007	A	Upgrade approach lighting systems at both runway end safety areas	Guatemala	DEC/ 2011	
AGA 129	CAR Runway Strip (Annex 14, Vol. I, Section 3.4, 3.4.7)	Guatemala, GUATEMALA, La Aurora	The concrete base and the lighting posts are not frangible and they are in the runway strip	MAY/ 2001	ICAO Visit May 2001 ICAO visit October 2007	A	Cover the concrete bases and remove the lighting posts that are out of service.	Guatemala		
AGA 131	CAR Bird Hazards (Annex 14, Vol. I, Section 9.4,9.4.1-9.4.4)	Guatemala, GUATEMALA, La Aurora	Birds were observed hovering above reported waste dump sites off the southern runway end	MAY/ 2001	ICAO Visit May 2001 ICAO visit October 2007	A	To relocate trash deposits which are close to threshold 01. To implement the necessary mitigation measures.	Guatemala		A team was made up with selected personnel.
AGA 366	CAR Visual Aids (Annex 14, Vol. I, Section 5.2, 5.2.1.6)	Guatemala, GUATEMALA, La Aurora	The apron edge marking of the passenger apron on the north side area should be painted red instead of yellow. The apron quickly drops off more than 3 meters height.	JUN/ 2006	ICAO Visit June 2006 ICAO visit October 2007	A	Repaint the apron signals	Guatemala		
AGA 370	CAR Visual Aids (Annex 14, Vol. I, Section 3.5.6)	Guatemala, GUATEMALA, La Aurora	Approach Lighting Systems are not frangible in the area near Rwy and 19 has a non-frangible fence surrounding the approach lighting systems	JUN/ 2006	ICAO visit October 2007	A	The Approach Lighting Systems must have frangible supports. Remove fencing located in Runway End 19.	Guatemala	DEC/ 2010	

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1	2	3	4	5	6	7	8	9	10	11
AGA 374 CAR	Runway Geometry (Annex 14, Vol. I, Section 3.9.8)	Guatemala, GUATEMALA, La Aurora	The separation between the runway and parallel taxiway continues to be insufficient to permit simultaneous operations by some aircraft types.	JUN/ 2006	ICAO Visit June 2006 ICAO visit October 2007	A	Discontinue simultaneous operations. Complete taxiway relocation as early as possible. Consider providing holding bays at both runway ends with adequate separation from the runway to improve the operational efficiency.	Guatemala		
AGA 376 CAR	Maintenance (Annex 14, Vol. I, Section 2.6.6)	Guatemala, GUATEMALA, La Aurora	Apron pavement strength published in the AIP is incorrect – indicates flexible pavement instead of actual concrete pavement (has been copied from what is declared for the runway). Taxiway pavement strength is not published in the AIP	JUN/ 2006	ICAO Visit June 2006 ICAO visit October 2007	A	DGAC to provide Boeing through ICAO, the pavement layers' type, depth and age, subgrade characteristics and traffic data. Boeing to calculate PCNs and provide DGAC through ICAOProvide new data as a result of scheduled construction	Guatemala		It will be notified in the AIP.
AGA 378 CAR	Emergency Access Roads (Annex 14, Vol. I, Section 9.2.30 & 9.2.31)	Guatemala, GUATEMALA, La Aurora	RFF station lacks direct paved access to Runway 01/19.	JUN/ 2006	ICAO Visit June 2006 ICAO visit October 2007	A	Provide direct paved access to Runway 01/19	Guatemala		Works will be carried out during 2010.
AGA 379 CAR	Runway End Safety Areas (Annex 14, Vol. I, Section 3.5)	Flores, GUATEMALA, Mundo Maya	No runway end safety areas exist beyond both runway ends. Sufficient once properly prepared exists to declare RESAs off both runway ends. When MGTK declares RESA, several approach light units will need to become frangible.	JUN/ 2006	ICAO Visit June 2006	A	Provide safety	Guatemala		
AGA 380 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5)	Flores, GUATEMALA, Mundo Maya	Remaining markings from former stopways remain; one having improperly chevron markings.	JUN/ 2006	ICAO Visit June 2006	A	Remove all chevron markings off both runway ends.	Guatemala		
AGA 381 CAR	Visual Aids (Annex 14, Vol. I, Section 5.2.16.2, 5.2.16.3, 5.2.16.8 Figure 5.9)	Flores, GUATEMALA, Mundo Maya	Entrance width of Taxiway E onto Runway 10/28 is over 60 meters and should be supplemented with a painted Runway Designator marking and the Runway Side Stripe marking should extend across the entrance.	JUN/ 2006	ICAO Visit June 2006	A	Paint Runway Designator marking and continue Runway Side Strip marking through the taxiway entrance.	Guatemala		

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AGA 382	CAR Visual Aids (Annex 14, Vol. I, Section 5.2.5 & 5.2.6)	Flores, GUATEMALA, Mundo Maya	Runway touchdown zone markings are improperly marked and Aiming Point marking is missing	JUN/ 2006	ICAO Visit June 2006	A	Remove old markings and repaint runway.	Guatemala		
AGA 383	CAR Visual Aids (Annex 14, Vol. I, Section 5.2.7)	Flores, GUATEMALA, Mundo Maya	Runway side stripe markings are very faint, especially on concrete surface.	JUN/ 2006	ICAO Visit June 2006	A	Repaint side stripe markings on both sides of Runway 10/28.	Guatemala		
AGA 384	CAR Visual Aids (Annex 14, Vol. I, Section 5.4 & Figure 5-28)	Flores, GUATEMALA, Mundo Maya	Visual Aid Mandatory Instruction Sign for Runway Designator is missing on turn pad at entrance to Runway End 28	JUN/ 2006	ICAO Visit June 2006	A	Install Sign	Guatemala	DEC/ 2011	
AGA 385	CAR Visual Aids (Annex 14, Vol. I, Chap. 5)	Flores, GUATEMALA, Mundo Maya	Jeppesen chart notes that PAPI location relative to runway threshold is unknown. RO/AGA informed that MGTK would ask COCESNA for certification documentation that PAPI is certified for operation	JUN/ 2006	ICAO Visit June 2006	A	MGTK to submit to OACI documentation certifying that PAPI was correctly installed and operational.	Guatemala	DEC/ 2011	
AGA 386	CAR Visual Aids (Annex 14, Vol. I, Section 5.3.4)	Flores, GUATEMALA, Mundo Maya	Inadequate approach lighting systems on both runway approaches to Runway 10/28.	JUN/ 2006	ICAO Visit June 2006	A	Upgrade approach lighting systems.	Guatemala	DEC/ 2011	
AGA 387	CAR Visual Aids (Annex 14, Vol. I, Section 3.4.3)	Flores, GUATEMALA, Mundo Maya	Width is insufficient and it should be cleared of tall shrubs and small trees that exist beyond the graded portion of the runway strip.	JUN/ 2006	ICAO Visit June 2006	A	Clear tall shrubs and small trees from the runway strip.	Guatemala		
AGA 388	CAR Runway Strip (Anexo 14, Vol. I, Section 3.4.6 y 3.4.7)	Flores, GUATEMALA, Mundo Maya	One small shed exists within the graded portion of the runway strip.	JUN/ 2006	ICAO Visit June 2006	A	Remove shed.	Guatemala		
AGA 389	CAR Runway Strip (Anexo 14, Vol. I, Section 3.4.6)	Flores, GUATEMALA, Mundo Maya	Open, very wide and very deep canal running parallel to the runway for over 100 metres that exists within the graded portion of the runway strip. Open type canals are classified as obstacles.	JUN/ 2006	ICAO Visit June 2006	A	Remove or cover canal with cover that is capable to support the heaviest aircraft weight.	Guatemala		
AGA 390	CAR Runway Strip (Anexo 14, Vol. I, Section 3.11.3)	Flores, GUATEMALA, Mundo Maya	An electrical junction box along Taxiway G is over 30 centimetres above ground level.	JUN/ 2006	ICAO Visit June 2006	A	Lower the electrical junction box	Guatemala	DEC/ 2010	

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AGA 391	CAR Obstacles (Anexo 14, Vol. I, Section 3.4.6)	Flores, GUATEMALA, Mundo Maya	A few electric boxes located along Runway 10/28 are too high any poise a danger to aircraft during veer offs.	JUN/ 2006	ICAO Visit June 2006	A	Lower electric boxes	Guatemala	DEC/ 2010	
AGA 392	CAR Obstacles (Anexo 14, Vol. I, Section 4.1 & Figure 4-1)	Flores, GUATEMALA, Mundo Maya	Unused radio tower located along Runway 10/28 violates inner transitional obstacle limitation surface.	JUN/ 2006	ICAO Visit June 2006	A	Remove unused radio tower	Guatemala		
AGA 393	CAR Obstacles (Anexo 14, Vol. I, Section 3.4.6)	Flores, GUATEMALA, Mundo Maya	Electrical boxes off runway ends within runway strip are a few inches above ground level. MGTK did place ramp type devices in front of the electric boxes in case of overruns	JUN/ 2006	ICAO Visit June 2006	A	Lower electrical boxes and, if RESAs are declared, then modify non-frangible approach light system units to frangible	Guatemala		
AGA 394	CAR Obstacles (Anexo 14, Vol. I, Cap. 4)	Flores, GUATEMALA, Mundo Maya	Lack of local legislation to protect (1) existing clear air space for approaches and departures off both runway ends and (2) against the introduction of waste sites near the MGTK	JUN/ 2006	ICAO Visit June 2006	A	Work with local and state officials to develop enforceable legislation	Guatemala		
AGA 395	CAR Rescue and Fire Fighting Services (Annex 14, Vol. I, Section 9.2.30)	Flores, GUATEMALA, Mundo Maya	RFF station lacks direct access to Runway 10/28.RO/AGA informed that MGTK will be constructing new RFF station across Runway 10/28 from the existing site having direct and clear access	JUN/ 2006	ICAO Visit June 2006	A	Start and finish RFF station construction and report to OACI that RFF is in operation	Guatemala		
AGA 396	CAR Pavement Surface Conditions (Annex 14, Vol. I, Section 5.2.1, 5.2.2 & 5.2.3)	Flores, GUATEMALA, Mundo Maya	Non-Load Bearing Surfaces. Taxiway side stripes are faint in certain locations	JUN/ 2006	ICAO Visit June 2006	A	Repaint side marking with double stripes	Guatemala		
AGA 397	CAR Fencing (Annex 14, Vol. I, Section 9.10.1)	Flores, GUATEMALA, Mundo Maya	There is fauna in the movement area of the airport due to a deer farm besides the airport.	JUN/ 2006	ICAO Visit June 2006	A	Install fencing outside runway strip	Guatemala		

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1	2	3	4	5	6	7	8	9	10	11
GTM Guatemala										
AIS	11 CAR	Annex 15, Chap. 4, Para. 4.2.9; Doc. 8733, Basic ANP, Part VIII, Paras 36 to 37	Guatemala	Lack of regular and effective updating of the AIP Document	OCT/ 2000	GREPECAS AIS/MAP Subgroup	A	Need to keep updated the information/data contained in the AIP	State	
AIS	36 CAR	Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	Guatemala	Partial implementation of the WGS-84	JAN/ 1998	GREPECAS AIS/MAP Subgroup Survey to States	A	Need to implement the WGS-84 Geodetic System	State	NOV/ 2006 Obstacles determination.
AIS	56 CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Guatemala	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan reported.	A	Need for production of aeronautical charts according to requirements.	State	Obstacles determination.
AIS	93 CAR	Doc. 8733 Basic ANP, Part VIII, Para.24	Guatemala	Lack of use of English for plain language texts.	SEP/ 1996	Records/files NACC RO; GREPECAS reports. No action plan reported.	A	Need of use of English for plain language texts.	State	
AIS	99 CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	Guatemala	Lack of highest priority for printing of AIS publications.	SEP/ 1996	Records/files NACC RO; GREPECAS reports	A	Need to provide a higher priority for the printing of AIS publications	State	
AIS	112 CAR	Annex 15 Chap. 8; Doc. 8733 Basic ANP, Part VIII, Para. 25; FASID Tables AIS 1 and 2	Guatemala	Pre- flight information/(implementation of required AIS aerodrome units).	SEP/ 1996	Records/files NACC RO. No action plan reported.	B	Need for effective implementation of required AIS aerodrome units.	State	
AIS	129 CAR	Annex 15. Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Guatemala	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State	
AIS	175 CAR	Annex 4Chap. 17.	Guatemala	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	B	Need for production of aeronautical charts according to the ICAO specifications.	State	
AIS	190 CAR	Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Guatemala	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for production of aeronautical charts of this series according to the ICAO specifications.	State	
AIS	207 CAR	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Guatemala	Partial application of ICAO requirements for the production of Aerodrome obstacle chart-ICAO Type A.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports.	A	Need for effective production of aeronautical charts of this series according to the ICAO specifications.	State	

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AIS 252 CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Guatemala	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart-ICAO.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for effective production of this series of aeronautical charts.	State		
AIS 264 CAR	Annex 4 Chap. 7; Doc 8733 Basic ANP, Part VIII, Paras. 59 d) and 64 4); FASID Table AIS 6	Guatemala	Partial application of ICAO requirements for the production of En route Navigation Charts-ICAO.	SEP/ 1996	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Effective application of ICAO requirements for the production of En route chart-ICAO.	State		
AIS 319 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Guatemala	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rullles are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State		
AIS 358 CAR	Annex 15, Chapter 10, e-TOD, App. 8	Guatemala	Implementation of e-TOD in accordance with Annex 15, para. 10.1.1	MAR/ 2011	Check introductory note in Annex 15, Chap. 10. An action plan must be prepared. Deadline for implementation: November 2015.	A		State		
GTM Guatemala										
ATM 70 CAR	Annex 3; Annex 11, Doc 4444	Guatemala	To elaborate in coordianation with the corresponding authorities the establishment of an ATS/MET agreement and adecuate procedures which allow to give the MET assistance related to the ATS in Guatemala	SEP/ 2007	Develop, in coordination with the corresponding authorities the establishment of an ATS/MET agreement and adequate procedures allowing to provide MET assustance regarding ATS.	A	Procedure of inter-institutional information exchange completed. IN process f approval by high management.		DEC/ 2011	Comments by Guatemala: To elaborate in coordination with the corresponding authorities the establishment of an ATS/MET agreement and adecuate procedures that allow to provide the Met assistance related to the ATS in Guatemala

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1	2	3	4	5	6	7	8	9	10	11

GTM Guatemala

CNS	18 CAR	ATS Speech Circuits Plan (Table CNS 1C) - La Mesa APP - Puerto Barrios TWR	Guatemala- Honduras- COCESNA	The required circuit is not implemented. An IDD is being used.	NOV/ 1999	COCESNA informed that the required circuit is not being implemented, due to the fact that there are no facilities, but possible communications links will be analyzed.	B	COCESNA informed that the airport changed to national category. Action Plan: The category of the Puerto Barrios airport was changed to domestic; therefore, this circuit is no longer an international requirement.	Guatemala, Honduras and COCESNA	
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IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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1	2	3	4	5	6	7	8	9	10	11
GTM Guatemala										
MET 17	CAR Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Guatemala	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	JUN/ 1996	Review the functions and training of the aeronautical meteorologist	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States		
MET 36	CAR Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4. 6.3.2)	Guatemala	RVR have not been implemented	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State		
MET 52	CAR Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Guatemala	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States		
MET 91	CAR An agreement should be established between the proper meteorological authority and the ATS authority (Annex 3, Part I, Chapter 4, recommendation 4.2).	Guatemala (DGAC, INSIVUMEH)	No letter of agreement has been established between the MET and ATS authorities. Therefore, some issues of meteorological equipment and aircraft meteorological are not properly understood.	AUG/ 2008	Establish a letter of agreement identical or equivalent to the sample included in Doc 9377 - Manual on coordination between Air Traffic Services, Aeronautical Information Services and Aeronautical Meteorological Services.	A				
MET 92	CAR Surface wind displays relating to each sensor shall be located in the meteorological station with corresponding displays in the appropriate air traffic services units (Annex 3, Part II, Appendix 3, Standard 4.1.2.1).	Guatemala (DGAC, COCESNA and INSIVUMEH)	Surface wind displays in the meteorological station and air traffic control tower correspond to different wind sensor located among them at a distance greater than 800m. It is also the case of other meteorological parameters (temperature, pression, QNH, etc.)	AUG/ 2008	The acquisition of a meteorological automated system with sensors located in the runway is required, preferably TDZ, with identical displays located in the meteorological station and ATS units ATS (TWR and APP). Consider a regional project for Central America including maintenance training.	A				

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HTI Haiti										
AGA 7	CAR Taxiway Parallel to Runway (ANP, Table AOP 1)	Port au Prince Intl	No parallel taxiway	JUN/ 2000	ICAO Visit June 2000	B	Provide a full-length parallel taxiway	Haiti		
AGA 29	CAR Obstacles (Annex 14, Vol. I, Chap. 4, 4.2.13 - 4.2.18)	Cap Haitien Intl	Obstacles exist in the approach, take-off and transitional obstacle limitation surfaces	JUN/ 2000	ICAO Visit June 2000	A	Eliminate obstacles	Haiti		
AGA 52	CAR Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.5.23 and ANP, Table AOP 1)	Cap Haitien Intl	No PAPIs	JUN/ 2000	ICAO Visit June 2000	A	Install PAPIs	Haiti		
AGA 55	CAR Visual Aids (Annex 14, Vol. I, Chap. 5, 5.4.1.1 and ANP, Table AOP 1)	Haiti, PORT AU PRINCE, Port au Prince Intl	No signs	JUN/ 2000	ICAO Visit June 2000	A	Install signs	Haiti		
AGA 62	CAR Fencing (Annex 14, Vol. I, Chap. 9, 9.10.2 - 9.10.6)	Haiti, CAP HAITIEN, Cap Haitien Intl	No perimeter security barrier	JUN/ 2000	ICAO Visit June 2000	A	Install perimeter security barrier	Haiti		On-going.
AGA 68	CAR Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2)	Haiti, CAP HAITIEN, Cap Haitien Intl	RFFS deficient	JUN/ 2000	ICAO Visit June 2000	A	Upgrade RFFS	Haiti		
AGA 69	CAR Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2)	Cap Haitien Intl.	No AEP	JUN/ 2000	ICAO Visit June 2000	A	Prepare AEP and undertake emergency exercise	Haiti		
AGA 81	CAR Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2.1 & 10.2.2)	Port au Prince Intl	Runway surface pavement rubber deposit accumulation.	JUN/ 2000	ICAO Visit June 2000	A	Remove rubber	Haiti		
AGA 544	CAR Aerodrome Operational Services, Equipment and Installations (Annex 14, Vol. I, Section 9.2.42, Doc. 9137, Part 1, Chapter 6).	Toussaint Louverture International Airport	The rescue and fire fighting personnel protective clothing is not adequate and is shared between shifts	MAR/ 2010	Acquire new protective clothing and respiratory equipment for RFFS personnel	A		AAN	2010	
AGA 553	CAR Visual docking guidance system (Annex 14, Vol. I, 5.3.24, 5.3.24.1)	Toussaint Louverture International Airport	There is no visual docking guidance system to indicate the precise positioning of an aircraft on an aircraft stand	MAR/ 2010	Provide a visual docking guidance system to indicate, by a visual aid, the precise positioning of an aircraft on an aircraft stand.	A		AAN	2011	

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AGA 554 CAR	Apron Safety Lines (Annex 14, Vol. I, 5.2.14, 5.2.14.1 – 5.2.14.4)	Toussaint Louverture International Airport	There are no apron safety lines as required by the parking configurations and ground facilities	MAR/ 2010	Provide apron safety lines to define the areas intended for use by ground vehicles and other aircraft servicing equipment, etc. to provide safe separation from aircraft.	A		AAN	2011	
AGA 556 CAR	Doc. 9137, Part 9, Chapter 5	Toussaint Louverture Intl. Airport	The storm water drainage is undersized and needs to be maintained	MAR/ 2010	Construct 15 km of open drainage channels at both sides of the runway and around thresholds.	A		AAN	2011	
AGA 557 CAR	Security Lighting (Annex 14, Vol. I, 9.11)	Toussaint Louverture Intl. Airport	Due to perimeter fencing breaches, for security reasons the fence or barrier should be illuminated at a minimum level	MAR/ 2010	Install security lighting at the perimeter fence.	A		AAN	2011	
AGA 558 CAR	Doc. 9137, Part 9, Chapter 5	Toussaint Louverture Intl. Airport	There are no oil and fuel separators	MAR/ 2010	The oil separators are integral parts of water collectors. The fuel separators are components of the drainage system of hangars, workshops and other technical areas which must be provided with separator installations.	B		AAN	2011	
AGA 559 CAR	Emergency access roads (Annex 14, Vol. I, 9.2.30 & 9.2.31, 9.10.5)	Toussaint Louverture International Airport	There are no paved direct access roads within the airport, which is significant cause of FOD	MAR/ 2010	Provide direct access roads to the movement area.	A		AAN	2011	
AGA 564 CAR	Taxiways (Annex 14, Vol. I, 3.9, 3.9.8)	Toussaint Louverture Intl. Airport	In order to reduce runway stress and extend its life a parallel taxiway is needed. It also increases runway capacity with reduced runway occupancy times	MAR/ 2010	Construct parallel taxiway.	A		AAN	2013	

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IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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1	2	3	4	5	6	7	8	9	10	11
HTI Haiti										
AIS	113 CAR	Annex 15 Chap. 8; Doc. 8733 Basic ANP, Part VIII, Para. 25; FASID Tables AIS 1 and 2	Haiti	Pre-flight information/(implementation of required AIS aerodrome units).	SEP/ 1996	Records/files NACC RO. No action plan reported. ICAO Visit by Regional Officer, Aeronautical Information Management - June 2010	B	Need for effective implementation of required AIS aerodrome units.	State	
AIS	130 CAR	Annex 15. Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Haiti	Pre-flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan reported. ICAO Visit by Regional Officer, Aeronautical Information Management - June 2010	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State	
AIS	149 CAR	Annex 4 Chap. 16 Append. 5. FASID Table AIS 7.	Haiti	Production of the world aeronautical charts-ICAO not according to the sheet layout index established for this series of chart.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported. ICAO Visit by Regional Officer, Aeronautical Information Management - June 2010	B	Need for production of aeronautical charts according to the established requirements.	State	
AIS	343 CAR	Annex 15, Implementation of Quality System (QS) at the AIS.	Haiti	Lack of implementation of a quality management system (QMS); as well as quality assurance and quality control procedures at the relevant Integrated Aeronautical Information Package that contains critical and safety information /data for users that could affect aircraft operations	MAR/ 2010	ICAO Visit by Regional Officer, Aeronautical Information Management - June 2010	A	Aeronautical information shall be published as an Integrated Aeronautical Information Package (IAIP). State shall take all necessary measures to introduce a properly organized quality system containing procedures, processes and resources necessary to implement quality management at each function stage. The execution of such quality management shall be made demonstrable for each function stage.	OFNAC	JUN/ 2011 May affect valid information in navigation databases to user community

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIS 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
AIS 344	CAR Annex 15, Chap. 8 and Doc 8126	Haiti	The airport authority has avoided any repetitive flight plan agreements which were in place, for no given reason. Aircraft operators have voiced their concerns but apparently receive no consultation on such issues which have a significant negative effect on their operations. Flight plans are addressed to OFNAC facilities such as TWR, ACC or AFTN office depending on type.	MAR/ 2010	CNS TCB Mission (November 2008 and January 2009 ICAO Visit by Regional Officer, Aeronautical Information Management - June 2010	A	At any aerodrome/heliport normally used for international air operations, aeronautical information essential for the safety, regularity and efficiency of air navigation and relative to the route stages originating at the aerodrome/heliport shall be made available to flight operations personnel, including flight crews and services responsible for pre-flight information.	OFNAC	DEC/ 2010	Flight plans are addressed to OFNAC facilities such as TWR, ACC or AFTN office depending on type. Flight Plan should be implemented in accordance with ICAO SARPs.
AIS 346	CAR Training - Annex 15 Chap. 3 Par. 3.2.3 and Par. 3.6.7, Doc. 9683, Doc. 8126 Par. 1.3.7 and 1.3.8	Office National de L'Aviation Civile	Low level of training in new personnel	JUN/ 2010	ICAO Visit by Regional Officer, Aeronautical Information Management - June 2010	A	Minimum compliance with Part E-3 from Doc. 7192-AN/857 (Training manual) under TRAINAIR Methodology	OFNAC	JUN/ 2011	In regard to recent changes included in AMD 36 to Annex 15 is urgent to comply with training requirements

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
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	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	
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	
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	

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 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

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
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 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	

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 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	

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 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	

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 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	
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	

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 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 (VCCS)	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	

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 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	

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 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 MET 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										
MET	18 CAR	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Haiti	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49.	JUN/ 1996	Review the functions and training of the aeronautical meteorologist	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States	
MET	37 CAR	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4. 6.3.2)	Haiti	RVR have not been implemented.	JUN/ 1996	Plan de acquisition of the RVR	B	To ensure the implementation of required RVR.	State	
MET	53 CAR	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Haiti	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States	
MET	71 CAR	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Haiti	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B	JUN/ 1996	a) Implement the COM/MET SIP Recommendations for the CAR Region; and b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States	

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
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	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
HND Honduras										
AGA 178	CAR Runway Geometry (Annex 14, Vol. I, Chap. 3.1 & 3.2 - 3.2.1)	Honduras, TEGUCIGALPA, Intl Toncontín	The Runway has no shoulders	NOV/ 2001	ICAO Visit November 2001 ICAO Visit January 2010	B	Provide runway shoulders	Honduras		
AGA 180	CAR Runway Strip (Annex 14, Vol. I, Chap. 3.4, 3.4.4 - 3.4.8, 3.4.10, 3.4.12 - 3.4.17)	Honduras, TEGUCIGALPA, Intl Toncontín	Runway strip width is insufficient at both ends of the runway	NOV/ 2001	ICAO Visit November 2001 & July 2006 ICAO Visit January 2010	A	Increase runway strip width by removing objects or reducing runway declared distances	Honduras		
AGA 181	CAR Runway Strip (Annex 14, Vol. I, Chap. 3.3, 3.3.5 y 3.5)	Honduras, TEGUCIGALPA, Intl Toncontín	Runway strip width is insufficient in the northeast area and contains objects including walls, buildings and trees	NOV/ 2001	ICAO Visit November 2001 ICAO Visit January 2010	A	Increase runway strip width by removing objects	Honduras		
AGA 182	CAR Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - 3.5.1, 3.5.2, 3.5.4, 3.5.6)	Honduras, TEGUCIGALPA, Intl Toncontín	There are no runway end safety areas at both ends of the runway	NOV/ 2001	ICAO Visit November 2001 & July 2006 ICAO Visit January 2010	A	Provide runway end safety areas by removing objects or reducing declared distances for the runway	Honduras		In process of revising declared distances, January 2010 visit
AGA 183	CAR Obstacles (Annex 14, Vol. I, Chap. 4 - 4.2.5)	Honduras, TEGUCIGALPA, Intl Toncontín	Obstacles infringing on the approach and transitional surfaces include topography, buildings, wall, trees and aircraft parked in the apron	NOV/ 2001	ICAO Visit November 2001 & July 2006 ICAO Visit January 2010	A	Remove, light and/or mark obstacles	Honduras		The aircrafts have been relocated in the apron. January 2010 visit.
AGA 184	CAR Obstacles (Annex 14, Vol. I, Chap. 4 - 4.2.27)	Honduras, TEGUCIGALPA, Intl Toncontín	Obstacles infringing on the take off climb surfaces include topography and vegetation, on Runway 20 also includes fencing and road	NOV/ 2001	ICAO Visit November 2001 & July 2006 ICAO Visit January 2010	A	Remove fencing and road at the southern end or reduce declared distances for Runway 20	Honduras		
AGA 185	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.4.1 and ANP FASID Table AOP1)	Honduras, TEGUCIGALPA, Intl Toncontín	Runway has no approach lighting systems	NOV/ 2001	ICAO Visit November 2001 & July 2006 ICAO Visit January 2010	A	Provide simple approach lighting systems	Honduras		
AGA 191	CAR Bird Hazard (Annex 14, Vol. I, Chap 9.5)	Honduras, TEGUCIGALPA, Intl Toncontín	Several birds were observed flying over the waste disposal sites reported to be located near the northeast end of the runway and overflying the runway during aircraft operations	NOV/ 2001	ICAO Visit November 2001 ICAO Visit January 2010	A	Confirm bird hazard and implement mitigation measures as necessary.	Honduras		A bird hazard prevention committee was formed. There are no effective dispersal methods.
AGA 192	CAR Runway Strip (Annex 14, Vol. I, Chap. 3.4.2)	Honduras, SAN PEDRO SULA, Intl. La Mesa	Runway Strip length is insufficient	NOV/ 2001	ICAO Visit November 2001 & July 2006	A	Provide runway strip by reducing declared stopways	Honduras		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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1	2	3	4	5	6	7	8	9	10	11
AGA 193	CAR Runway Strip (Annex 14, Vol. I, Chap. 3.4.2)	Honduras, SAN PEDRO SULA, Intl. La Mesa	Runway Strip width in the southeast part is insufficient	NOV/ 2001	ICAO Visit November 2001 & July 2006	A	Increase the runway strip width by expanding the boundaries of the aerodrome property	Honduras		
AGA 194	CAR Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5)	Honduras, SAN PEDRO SULA, Intl. La Mesa	There are no runway end safety areas at both ends of the runway	NOV/ 2001	ICAO Visit November 2001 & July 2006	A	Provide RESAs by reducing stopways and declared distances	Honduras		
AGA 195	CAR Visual Aids (Annex 14, Vol. I, Chap 5 - 5.2.2.4 & 5)	Honduras, SAN PEDRO SULA, Intl. La Mesa	Runway designation markings at both ends are incorrect because they indicate the presence of two parallel runways	NOV/ 2001	ICAO Visit November 2001	A	Correct the runway designation markings	Honduras		
AGA 196	CAR Visual Aids (Annex 14, Vol. I, Chap 5 - 5.2.8, 7.2.1 - 7.2.3)	Honduras, SAN PEDRO SULA, Intl. La Mesa	Markings on the parallel taxiway are incorrect because are for a runway	NOV/ 2001	ICAO Visit November 2001 & July 2006	A	Correct the centreline marking in the parallel taxiway and remove the runway markings	Honduras		
AGA 197	CAR Visual Aids (Annex 14, Vol. I, Chap 5 - 5.4.1.1)	Honduras, SAN PEDRO SULA, Intl. La Mesa	There are no signs in the airfield	NOV/ 2001	ICAO Visit November 2001	A	Provide illuminated signs in the airfield	Honduras		
AGA 198	CAR Visual Aids (Annex 14, Vol. I, Chap 7.3.1-7.3.3 & 5.3.15)	Honduras, SAN PEDRO SULA, Intl. La Mesa	Runway 04 has incorrect chevron markings in the area located before the threshold	NOV/ 2001	ICAO Visit November 2001 & July 2006	A	Remove the chevron markings in the area located before the threshold on Runway 04	Honduras		
AGA 199	CAR Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2 - 9.2.19, 20, 25, 31, 32 and 38)	Honduras, SAN PEDRO SULA, Intl. La Mesa	It was reported that the extinguishing agents reserves are insufficient, the rescue equipment in vehicles is insufficient, vehicles are in poor condition, communications and alert systems are deficient and the protection equipment for the personnel is inadequate	NOV/ 2001	ICAO Visit November 2001	A	Maintain required extinguishing agent reserves Provide the required rescue equipment in vehicles Maintain vehicles in adequate condition Maintain adequate communications and alert systems Provide personnel with required protection equipment	Honduras		
AGA 200	CAR Pavement Surface Conditions (Annex 14, Vol. I, Chap. 9.4 - 9.4.3)	Honduras, SAN PEDRO SULA, Intl. La Mesa	The surfaces of the taxiway that enters Runway 04 and the old part of the parallel taxiway, the runway shoulders and the stopway in the northeast end of the runway are deficient	NOV/ 2001	ICAO Visit November 2001	A	To upgrade the taxiway, runway shoulder and stopway pavements	Honduras		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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1	2	3	4	5	6	7	8	9	10	11
AGA 201	CAR Visual Aids (Annex 14, Vol. I, Chap 10.2.8 & Table 5-1, note B)	Honduras, SAN PEDRO SULA, Intl. La Mesa	Runway markings are deficient	NOV/ 2001	ICAO Visit November 2001 & July 2006	A	Repaint runway markings	Honduras		
AGA 202	CAR Bird Hazard (Annex 14, Vol. I, Chap 9.5)	Honduras, SAN PEDRO SULA, Intl. La Mesa	Big birds were observed on the runway strip	NOV/ 2001	ICAO Visit November 2001	A	Confirm bird hazard and implement mitigation measures as necessary	Honduras		
AGA 411	CAR Visual Aids (Annex 14, Vol.I, Chap. 5.2.10 & Figure 5-6)	Honduras TEGUCIGALPA, Intl Toncontín	Several Runway-Holding Position markings do not extend completely across the taxiway width nor connect with the taxiway side stripe markings, such as Taxiway B, Taxiway E	JUL/ 2006	ICAO Visit July 2006 ICAO Visit January 2010	A	Extend the markings at all taxiways	Honduras		
AGA 412	CAR Visual Aids (Annex 14, Vol.I, Chap. 7.2.1 -7.2.3)	Honduras TEGUCIGALPA, Intl Toncontín	Taxiway E lacks taxi side stripes or taxiway edge lights	JUL/ 2006	ICAO Visit July 2006 ICAO Visit January 2010	A	Paint taxi side stripe markings	Honduras		
AGA 413	CAR Visual Aids (Annex 14, Vol.I, Chap. 5.4.2.8)	Honduras TEGUCIGALPA, Intl Toncontín	The sign for the Runway Designator and Taxiway Location, A-02, needs to be relocated and co-located with the Runway-Holding Point marking for Taxiway A	JUL/ 2006	ICAO Visit July 2006 ICAO Visit January 2010	A	Relocate sign	Honduras		
AGA 418	CAR Visual Aids (Annex 14, Vol.I, Chap. 5.3.4.10 through 5.3.4.21)	Honduras, SAN PEDRO SULA, Intl. Ramón Villeda Morales	Approach lighting system [ALS] for Runway End 22 is a modified 420 meter ALSF-I with sequenced flashing lights	JUL/ 2006	ICAO Visit July 2006	A	Obtain permission to install lacking row of lights and centreline lights to achieve a 900 m length ALS on the adjoining property that is level	Honduras		
AGA 419	CAR Visual Aids (Annex 14, Vol.I, Chap. 5.2.14.1 through 5.2.14.4)	Honduras, SAN PEDRO SULA, Intl. Ramón Villeda Morales	Existing apron safety lines used at gate areas are not wide enough for wingspans of narrow bodied aircraft, such as A319, A320	JUL/ 2006	ICAO Visit July 2006	A	Repaint those redlines that are insufficient in wingspan clearances	Honduras		
AGA 420	CAR Runway Geometry (Annex 14, Vol. I, Chap. 3.9.7 & Table 3-1, columns #4 & #8))	Honduras, SAN PEDRO SULA, Intl. Ramón Villeda Morales	There is insufficient separation between Runway 04/22 and parallel Taxiway A to permit simultaneous operations of certain aircraft types	JUL/ 2006	ICAO Visit July 2006	B	Implement an ATCT operational plan that addresses the condition	Honduras		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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AGA 421	CAR Obstacles (Annex 14, Vol. I, Chap. 4)	Honduras, SAN PEDRO SULA, Intl. Ramón Villeda Morales	Presently, no legislate is in place to protect the clear approach/departure surfaces from the introduction of obstacles	JUL/ 2006	ICAO Visit July 2006	A	DGAC and MHLM to negotiate with local jurisdictions for the implementation of enforceable legislation to protect against the introduction of obstacles	Honduras		
AGA 422	CAR Rescue and Fire Fighting (Annex 14, Vol. I, Chap.9)	Honduras, SAN PEDRO SULA, Intl. Ramón Villeda Morales	Silver suits for fire fighters need replacement due to excessive wear, numerous, large unprotected surface areas	JUL/ 2006	ICAO Visit July 2006	A	Replace with new silver suits	Honduras		
AGA 423	CAR Rescue and Fire Fighting (Annex 14, Vol. I, Chap.9.2.3, 9.2.5, 9.2.8, Table 9-2 & 9.2.33)	Honduras, SAN PEDRO SULA, Intl. Ramón Villeda Morales	The RFF category should be increased from 6 to 7	JUL/ 2006	ICAO Visit July 2006	A	Declared and report to OACI RFF category has been increased from 6 to 7. Additionally report the change to the AIP and table 1	Honduras		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIS 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
HND Honduras										
AIS	13 CAR	Annex 15, Chap. 4, Para. 4.2.9; Doc. 8733, Basic ANP, Part VIII, Paras 36 to 37	Honduras	Lack of regular and effective updating of the AIP Document	OCT/ 2000	GREPECAS AIS/MAP Subgroup	A	Need to keep updated the information/data contained in the AIP	State	
AIS	58 CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Honduras	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan reported.	A	Need for production of aeronautical charts according to requirements.	State	Obstacles determination.
AIS	76 CAR	Annex 15, Chapter 4, Paras. 4.2.8 and 4.3.4., Chapter 6; Doc 8733 Basic ANP Part VIII, Paras. 45 to 49	Honduras	Lack of effective compliance with the AIRAC system requirement	NOV/ 1994	Records/files NACC RO; GREPECAS reports. No action plan reported.	A	Need for an effective application of AIRAC requirements	State	
AIS	94 CAR	Doc. 8733 Basic ANP, Part VIII, Para.24	Honduras	Lack of use of English for plain language texts.	SEP/ 1996	Records/files NACC RO; GREPECAS reports. No action plan reported.	A	Need of use of English for plain language texts.	State	
AIS	101 CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	Honduras	Lack of highest priority for printing of AIS publications.	SEP/ 1996	Records/files NACC RO; GREPECAS reports	A	Need to provide a higher priority for the distribution of AIS publications	State	
AIS	131 CAR	Annex 15, Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Honduras	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State	
AIS	176 CAR	Annex 4Chap. 17.	Honduras	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	B	Need for production of aeronautical charts according to the ICAO specifications.	State	
AIS	192 CAR	Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Honduras	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for production of aeronautical charts of this series according to the ICAO specifications.	State	
AIS	254 CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Honduras	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart-ICAO.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for effective production of this series of aeronautical charts.	State	
AIS	267 CAR	Doc 8733 Basic ANP, Part VIII, Paras. 59 k), 61, 62, 64 7) and FASID Table AIS 7.	Honduras	Lack of production of the World Aeronautical Chart ICAO 1:1000 000	JAN/ 1994	Records/files NACC RO; GREPECAS reports	B	Need to produce the chart.	State	

OUTSTANDING DEFICIENCIES

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

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AIS 321 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Honduras	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rullles are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007	
AIS 359 CAR	Annex 15, Chapter 10, e-TOD, App. 8	Honduras	Implementación de e-TOD en conformidad con el Anexo 15, párrafo 10.1.1	MAR/ 2011	Check introductory note in Annex 15, Chap. 10. An action plan must be prepared. Deadline for implementation: November 2015.	A		State		

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	
HND Honduras											
ATM	10 CAR	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Honduras	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	OCT/ 1995	GREPECAS/5	A	a) The required English language evaluation was carried out and effectively, its was noted that 60% of the Air Traffic Controllers presented the deficiency. b) It has been required to ensure that the recruitment of new personnel be done in accordance with ICAO standards, as well as English proficiency.	CAA Honduras	MAR/ 2010	Continuous training in the use of aeronautical phraseology provided by ICCAE.
ATM	28 CAR	Use of the aeronautical phraseology	Honduras	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	SEP/ 2000	ATS/SG/9	A	Continuous training in the use of aeronautical phraseology is provided by ICCAE.	CAA Honduras	MAR/ 2010	
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.			

OUTSTANDING DEFICIENCIES

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

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1	2	3	4	5	6	7	8	9	10	11
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: the publication of regulations on safety management covering the aspects of information sources protection ; implement ATS quality assurance programmes together with a safety management system (SMS) assessment of incidents and accidents events in order to establish the corresponding safety management programmes; assignment of sufficient and qualified ATS personnel to develop and monitor ATS safety management programmes; implement a ATS safety management programme so that the assigned personnel may perform these duties.			

OUTSTANDING DEFICIENCIES

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

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

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

HND Honduras

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

From the consult and review of 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.

JUN/ 2008

A That the DGCA:

1. Rreview and improve the air 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.

DGCA Honduras

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 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			
ID	Requirements	States/facilities	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 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"> • lack of parts and d consumables for the new systems. • lack of an installation plan. • unavailability of access to files and data stored in the voice recorder • 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 conferred 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 conferred by ICAO to the license State or the common mark registering authority.			

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET 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
HND Honduras										
MET	19 CAR	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Honduras	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	JUN/ 1996	Review the functions and training of the aeronautical meteorologist	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	DGCA	
MET	38 CAR	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4. 6.3.2)	Honduras	RVR have not been implemented	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	DGCA	
MET	81 CAR	Establishment of a meteorological watch office (MWO) (Annex 3, App. 3, Estándar 3.4.1 and Table MET 2B of CAR/SAM FASID).	Honduras	Honduras does not have adequate instalations for the MWO of Tegucigalpa.	SEP/ 2005		B		DGCA	MWO requires better installations and communications since it issues SIGMET for Central American FIR.
MET	82 CAR	Aeronautical weather information (Annex 3, Chap. 8, Standard 8.1.1)	Honduras	No aerodrome weather tables are being prepared, nor aerodrome weather summaries.	SEP/ 2005		B		DGCA	
MET	83 CAR	Flight documentation (Annex 3, Chap 9, Standard 9.3.4)	Honduras	No flight documentation is being prepared.	SEP/ 2005		A		DGCA	The MET office is equipped with a WAFS workstation but requires communication facilities to provide flight documentation to distant users.
MET	84 CAR	Communications (Annex 3, Chap. 11, Standards 11.1.1, 11.1.2, 11.1.4)	Honduras	These requirements are not being complied.	SEP/ 2005		A		DGCA	MWO is linked to AFTN but better communications, including Internet are required to contact Washington VACC volcanic observatories and ATS, AIS and MET units in Central America.
MET	85 CAR	Exchange of special airreports (Annex 3, Chap. 5, Standard 5.9)	Honduras / ATS Units	ATS units do not document special AIREP to MET units.	SEP/ 2005	Develop an ATS/MET letter of agreement and make a follow-up in order to comply with that established on it.	A		DGCA	

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1	2	3	4	5	6	7	8	9	10	11	
JAM Jamaica											
AGA	4 CAR	Runway Geometry (Annex 14, Vol. I, Chap. 3, Rec. 3.1.3)	Jamaica, KINGSTON, Norman Manley Intl	The runway longitudinal slope exceeds the limits specified in Annex 14 Vol I Section 3.1.13	OCT/ 2000	ICAO Visit October 2000 and May 2010	B	Reduce the runway longitudinal slope during the next runway pavement overlay	Jamaica	2011	To be included in future plans
AGA	5 CAR	Runway Geometry (Annex 14, Vol. I, Chap. 3, 3.1 & 3.2.1)	Jamaica, MONTEGO BAY, Sangster Intl	Runway shoulders are not provided as specified in Annex 14, Vol. I, Section 3.2.1	OCT/ 2000	ICAO Visit October 2000 and May 2010.	B	Provide runway shoulders during next runway upgrading	Jamaica	2011	
AGA	15 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3, 3.4, 3.4.2.3)	Jamaica, KINGSTON, Norman Manley Intl	Runway strip extension length and width at both runway ends is less than specified in Annex 14 Vol. I Sections 3.3.2 and 4	OCT/ 2000	ICAO Visit October 2000 and May 2010	A	Extend and widen runway strip or reduce runway declared distances	Jamaica	2011	There are plans to extend runway strip in 2011
AGA	16 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3, 3.4, 3.4.2.3)	Jamaica, KINGSTON, Norman Manley Intl	Runway strip contains obstacles and does not comply with the specifications in Annex 14 Vol. I Section 3.3.6	OCT/ 2000	ICAO Visit October 2000 and May 2010	A	Remove obstacles in runway strip	Jamaica	2013	There are plans for covering drainage and ponds in the near future.
AGA	17 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.3)	Jamaica, MONTEGO BAY, Sangster Intl	Runway strip extension length on west runway end and width at both runway ends is less than specified in Annex 14 Vol. I Sections 3.3.2, 3 and 4	OCT/ 2000	ICAO Visit October 2000 and May 2010.	A	Extend and widen runway strip or reduce runway declared distances	Jamaica	2011	
AGA	18 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3, 3.4, 3.4.7)	Jamaica, MONTEGO BAY, Sangster Intl	Runway strip contains obstacles and does not comply with the specifications in Annex 14 Vol. I Section 3.3.6	OCT/ 2000	ICAO Visit October 2000 and May 2010.	A	Remove obstacles in runway strip	Jamaica	2015	Covering of drainage will be considered in a short term project.
AGA	19 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.3, Section 3.3.16)	Jamaica, MONTEGO BAY, Sangster Intl	Runway graded strip contains ponds and does not comply with the specifications in Annex 14 Vol. I, Section 3.3.16	OCT/ 2000	ICAO Visit October 2000 and May 2010.	A	Remove ponds in runway strip	Jamaica	2013	There are plans to cover ponds at the north side completely.
AGA	24 CAR	Runway End Safety Area (Annex 14, Vol. I, Chap. 5.3.5.1)	Jamaica, KINGSTON, Norman Manley Intl	No runway end safety areas are provided on both runway ends as specified in Annex 14 Vol I Section 3.4.1	OCT/ 2000	ICAO Visit October 2000 and May 2010.	A	Provide runway end safety areas by extending the platform or reducing the declared distances	Jamaica	2013	There are plans to extend the platform in the near future.

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1	2	3	4	5	6	7	8	9	10	11
AGA 25	CAR Runway End Safety Area (Annex 14, Vol. I, Chap. 5, 5.3.5.1)	Jamaica, MONTEGO BAY, Sangster Intl	No runway end safety area is provided on the western runway end as specified in Annex 14 Vol I Section 3.4.1	OCT/ 2000	ICAO Visit October 2000 and May 2010.	A	Provide runway end safety area by extending the platform or reducing the declared distances	Jamaica	2013	There are plans for runway extension & provision of RESAs at both ends in a near future.
AGA 63	CAR Fencing (Annex 14, Vol. I, Chap. 8.4)	Jamaica, MONTEGO BAY, Sangster Intl	No perimeter road is provided for airfield access and security patrols as recommended in Annex 14, Vol. I Section 8.4.5	DEC/ 2000	ICAO Visit October 2000 and May 2010.	B	Provide a perimeter road	Jamaica	2012	There is some work in progress, but not yet finished
AGA 506	CAR Surface of runways (Annex 14, Vol. I, Section 3.1.21)	Jamaica, MONTEGO BAY, Sangster Intl.	Runway surface uneven deteriorates frequently Runway 07 departure end.	JUL/ 2009	Reported by IFALPA. ICAO visit May 2010.	A	The surface of a runway shall be repaired without irregularities that would result in loss in friction characteristics or otherwise adversely affect the take-off or landing of an aeroplane.	Jamaica	2011	The Engineering request for proposal (RFP) is out for the Runway/Taxiway rehabilitation work to commence/end in 2011
AGA 507	CAR Approach lighting systems (Annex 14, Vol. I, Section 5.3.4.1)	Jamaica, MONTEGO BAY, Sangster Intl.	Approach lights degraded	JUL/ 2009	Reported by IFALPA in December 2008. ICAO visit May 2010.	A	In order to accommodate RESA, the approach lights will be changed as part of the Runway/Taxiway rehabilitation project in 2011.	Jamaica	2011	In order to accommodate RESA, the approach lights will be changed as part of the Runway/Taxiway rehabilitation project in 2011.
AGA 508	CAR Strength of taxiways (Annex 14, Vol. I, Section 3.9.13, 3.9.14 & 3.9.15)	Jamaica, MONTEGO BAY, Sangster Intl.	Taxiways uneven deteriorates frequently with water accumulation after heavy rain.	JUL/ 2009	Reported by IFALPA in December 2008. ICAO visit May 2010.	A	The surface of taxiways should not have irregularities that cause damage to aeroplane structures.	Jamaica	2011	The Engineering request for proposal (RFP) is out for the Runway/Taxiway rehabilitation work to commence/end in 2011
AGA 566	CAR Strength of taxiways (Annex 14, Vol. I, Section 3.9.13, 3.9.14 & 3.9.15)	Jamaica	Uneven apron taxiway due to cracks in concrete pavements.	MAY/ 2010	ICAO visit May 2010.	A	Repair cracks in concrete slabs of apron TWY.	Jamaica	2011	

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1	2	3	4	5	6	7	8	9	10	11
JAM Jamaica										
AIS	14 CAR	Annex 15, Chap. 4, Para. 4.2.9; Doc. 8733, Basic ANP, Part VIII, Paras 36 to 37	Jamaica	Lack of regular and effective updating of the AIP Document	OCT/ 2000	GREPECAS AIS/MAP Subgroup	A	Need to keep updated the information/data contained in the AIP	State	
AIS	59 CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Jamaica	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan reported.	A	Need for production of aeronautical charts according to requirements.	State	DEC/ 2009 Obstacles determination.
AIS	255 CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Jamaica	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart-ICAO.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for effective production of this series of aeronautical charts.	State	Some improvements published in 1997
AIS	322 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Jamaica	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and ruller are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2008
AIS	360 CAR	Annex 15, Chapter 10, e-TOD, App. 8	Jamaica	Implementation of e-TOD in accordance with Annex 15, para. 10.1.1	MAR/ 2010	Check introductory note in Annex 15, Chap. 10. An action plan must be prepared. Deadline for implementation: November 2015.	A		State	
JAM Jamaica										
MET	39 CAR	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4. 6.3.2)	Jamaica	RVR have not been implemented	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State	
MET	54 CAR	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Jamaica	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States	

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1	2	3	4	5	6	7	8	9	10	11
MEX Mexico										
AGA 145	CAR Runway strips (Annex 14, Vol. I, Chap. 3.4 - 3.4.6)	Mexico, CANCUN, Cancun International	There is vegetation in the south portion all along the runway strip which are obstacles.	SEP/ 2001	ICAO Visit September 2001	A	To remove the vegetation.	Mexico		
AGA 146	CAR Runway end safety area (Annex 14, Vol. I, Chap. 3.5 - 3.5.1 and 7)	Mexico, CANCUN, Cancun International	The runway end safety area on the west end of the runway is not graded.	SEP/ 2001	ICAO Visit September 2001	A	To grade the runway end safety area.	Mexico		
AGA 147	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.5.23 and ANP, Table AOP1)	Mexico, CANCUN, Cancun International	There is no approach lighting system on Runway 30.	SEP/ 2001	ICAO Visit September 2001	A	To provide a simple approach lighting system.	Mexico		
AGA 148	CAR Runway end safety area (Annex 14, Vol.I, Chap. 3.5 - 3.3.1, 6 and 7)	Mexico, MONTERREY, Gral. Mariano Escobedo International	The runway end safety area on the south end of runway 16/34 has vegetation and it is not graded.	SEP/ 2001	ICAO Visit September 2001	A	To remove vegetation and to grade the runway end safety area.	Mexico		
AGA 149	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.5.23 and ANP, Table AOP1)	Mexico, MONTERREY, Gral. Mariano Escobedo International	Runway 16/34 has no visual approach slope indicator systems	SEP/ 2001	ICAO Visit September 2001	A	To provide visual approach slope indicator systems for Runway 16/34.	Mexico		
AGA 150	CAR Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2 - 9.2.3)	Mexico, MONTERREY, Gral. Mariano Escobedo International	The rescue and fire fighting category is deficient for occasional operations of B747, An-124 and A330 and regular operations of B767.	SEP/ 2001	ICAO Visit September 2001	A	To elevate the RFFS category from 7 to 8	Mexico		
AGA 151	CAR Pavement surface conditions (Annex 14, Vol. I, Chap. 10, 10.2.1 & 10.2.2)	Mexico, MONTERREY, Gral. Mariano Escobedo International	The apron and taxiway B surfaces need upgrading in some areas	SEP/ 2001	ICAO Visit September 2001	A	To upgrade the pavements in the taxiway and apron	Mexico		
AGA 154	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.5.2, 5.3.5.3 and ANP, Table AOP1)	Mexico, GUADALAJARA, Don Miguel Hidalgo y Costilla International	Runway 02/20 has no visual approach slope indicator systems	SEP/ 2001	ICAO Visit September 2001	A	To provide visual approach slope indicator systems for Runway 02/20.	Mexico		
AGA 155	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.16.5 and ANP, Table AOP1)	Mexico, GUADALAJARA, Don Miguel Hidalgo y Costilla International	The edge lights on a portion of taxiway A are installed more than 3 m from the edge of the taxiway.	SEP/ 2001	ICAO Visit September 2001	A	Relocate edge lights on the taxiway.	Mexico		

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1	2	3	4	5	6	7	8	9	10	11
AGA 342 CAR	Runway Strip (Annex 14, Vol.I, Chap.3, 3.4, 3.4.2)	México, MÉXICO, Lic.Benito Juárez International Airport	The length of the Runway Strip 05L/23R is insufficient at both runway ends	OCT/ 2008	ICAO Visits - April 2003 and May 2009	A	To extend the strip or to reduce the declared distances of the runway. Action Plan: To attend this observation, the AICM is preparing proposals to be studied and approved by the DGAC, or that the DGAC prepares the corresponding recommendations and adopts the necessary measures in order to notify ICAO of the differences or to establish a Mexican Standard that endorses the difference as a State rule.	AICM (Mexico)		
AGA 343 CAR	Runway Strip (Annex 14, Vol.I, Chap.3, 3.4.3, Rec.3.4.4)	México, MÉXICO, Lic.Benito Juárez International Airport	The width on the northern side of the Runway Strip 05L/23R is insufficient and contains objects, including a service road, taxiway B, the apron, the perimetral fence, buildings, public roads and elevated manholes.	APR/ 2003	ICAO Visits - April 2003 and May 2009	A	To broaden the runway strip and to eliminate objects, or reduce the category of the Runway 05L/23R to a visual runway (NINST) Action Plan: To attend this observation, the AICM is preparing proposals to be studied and approved by the DGAC, or that the DGAC prepares the corresponding recommendations and adopts the necessary measures in order to notify ICAO of the differences or to establish a Mexican Standard that endorses the difference as a State rule.	AICM (Mexico)		
AGA 345 CAR	Runway End Safety Area (Annex 14, Vol.I, Chap. 3.5, 3.5.1 and 3.5.2)	México, MÉXICO, Lic.Benito Juárez International Airport	The length and width of the runway end safety area of Runway 05L/23R is insufficient at both ends	APR/ 2003	ICAO Visits - April 2003 and May 2009	A	Expand runway end safety areas of Runway 05L/23R or reduce runway declared distances.	AICM (Mexico)		

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1	2	3	4	5	6	7	8	9	10	11
AGA 346 CAR	Taxiways (Annex 14, Chap 3.9 - Rec. 3.9.8)	México, MÉXICO, Lic.Benito Juárez International Airport	The distance between the centrelines of Runway 05L/23R and the parallel taxiway is insufficient	APR/ 2003	ICAO Visits - April 2003 and May 2009	A	To provide the required distance for instrument runways or to reduce the category of Runway 05L/23R to a visual runway (NINST) Action Plan: To attend this observation, the AICM is preparing proposals to be studied and approved by the DGAC, or that the DGAC prepares the corresponding recommendations and adopts the necessary measures in order to notify ICAO of the differences or to establish a Mexican Standard that endorses the difference as a State rule.	AICM (Mexico)		
AGA 347 CAR	Taxiways (Annex 14, Chap 3, 3.9, Rec.3.9.8)	México, MÉXICO, Lic.Benito Juárez International Airport	The distance between the centreline of taxiway B and the service parallel road is insufficient	APR/ 2003	ICAO Visits - April 2003 and May 2009	A	To provide the required distance between the taxiway and the service parallel road - relocate the service road. Action Plan: To attend this observation, the AICM is preparing proposals to be studied and approved by the DGAC, or that the DGAC prepares the corresponding recommendations and adopts the necessary measures in order to notify ICAO of the differences or to establish a Mexican Standard that endorses the difference as a State rule.	AICM (Mexico)		The service road is being relocated.
AGA 352 CAR	Visual Aids (Annex 14, Chap. 5.2.1.6, 5.2.14.2)	México, MÉXICO, Lic.Benito Juárez International Airport	There are no security lines on the aprons	APR/ 2003	ICAO Visits - April 2003 and May 2009	A	Provide security lines on the aprons	AICM (Mexico)		
AGA 354 CAR	Visual Aids (Annex 14, Chap. 5.3 - Std. 5.3.4.1C and Doc 8733 ANP FASID Table AOP 1)	México, MÉXICO, Lic.Benito Juárez International Airport	Runways 05R and 23L have simple approach lighting systems	APR/ 2003	ICAO Visits - April 2003 and May 2009	A	Install Category I precision approach lighting systems in Runways 05R and 23L	AICM (Mexico)		
AGA 355 CAR	Visual Aids (Annex 14, Chap. 5.4.1, 5.4.1.1)	México, MÉXICO, Lic.Benito Juárez International Airport	There are not enough signs on the airfield	APR/ 2003	ICAO Visits - April 2003 and May 2009	A	Install the required signs on the airfield	AICM (Mexico)		

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1	2	3	4	5	6	7	8	9	10	11	
MEX Mexico											
AIS	26 CAR	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Mexico	Timely distribution of the information through NOTAM	OCT/ 2000	GREPECAS AIS/MAP Subgroup	A	Need to disseminate on time all operational information through NOTAM	State		
AIS	40 CAR	Annex 15, Para. 3.6.4; Annex 4, Para. 2.18; Doc. 8733, Basic ANP, Part VIII, Paras 50 to 58, FASID Table AIS 5	Mexico	Lack of implementation of the WGS-84	JAN/ 1998	GREPECAS AIS/MAP Subgroup Survey to States	A	Need to implement the WGS-84 Geodetic System	State		Obstacles determination. Continues during 2010 mission.
AIS	194 CAR	Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Mexico	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. It is foreseen to notify ICAO a difference with regard to the use of the AIRAC System.	A	Need for production of aeronautical charts of this series according to the ICAO specifications. The restructuring of charts in accordance with ICAO requirements is under process.	State	DEC/ 2007	Continues during 2010 mission.
AIS	210 CAR	Annex 4 Chap. 3; Doc. 8733 Basic ANP, Part VIII, Paras. 59 a) and 64 1); FASID Table AIS 6	Mexico	Partial application of ICAO requirements for the production of Aerodrome obstacle chart-ICAO Type A.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports.	A	Need for effective production of aeronautical charts of this series according to the ICAO specifications.	State		Continues during 2010 mission.
AIS	265 CAR	Annex 4 Chap. 7; Doc 8733 Basic ANP, Part VIII, Paras. 59 d) and 64 4); FASID Table AIS 6	Mexico	Partial application of ICAO requirements for the production of En route Navigation Charts-ICAO.	SEP/ 1996	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Effective application of ICAO requirements for the production of ICAOs en-route navigation charts.	State	DEC/ 2007	Continues during 2010 mission.
AIS	271 CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 61 to 64, FASID Table AIS 7	Mexico	Lack of production of the World Aeronautical Chart ICAO 1:1000 000	NOV/ 1994	Records/files NACC RO; GREPECAS reports	B	Need of production of the World Aeronautical Chart ICAO 1:1000 000	State		Continues during 2010 mission.
AIS	275 CAR	Doc. 8733 Basic ANP, Part VIII, Para.24	Mexico	Lack of use of English for plain language texts.	SEP/ 1996	Records/files NACC RO; GREPECAS reports. No action plan reported.	A	English language will be used for plain language texts.	SENEAM	2012	Continues during 2010 mission.
AIS	311 CAR	Annex 15, Chapter 4, Paras. 4.2.8 and 4.3.4., Chapter 6; Doc 8733 Basic ANP Part VIII, Paras. 45 to 49	Mexico	Lack of effective compliance with the AIRAC system requirement	NOV/ 1994	Records/files NACC RO	A	Need for an efficient application of AIRAC requirements in the integral package of aeronautical information.	State/Seneam	DEC/ 2007	Presented some improvements but continues during 2010 mission.

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1	2	3	4	5	6	7	8	9	10	11
AIS 323 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	México	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective. A quality system (QS) will be implemented, as well as procedures for follow-up and quality control. The QA and QC procedures are being developed in the AIS/MAP services.	SENEAM	2012	Continues during 2010 mission.
AIS 335 CAR	Annex 15 Chap. 8; Doc 8733 Basic ANP, Part VIII, para. 25; FASID Tables AIS 1 and 2	Mexico	Pre-flight information (implementation of required AIS aerodrome units)	SEP/ 1996	Records/files NACC RO. Flight information units have been established in 32 airports of the ANP which provide pre flight information and assessment in the formulation of the Flight Plan. No date has been set to count with this service in all the airports of the ANP due to budgetary constraints.	B		SENEAM		Continues during 2010 mission.
AIS 337 CAR	Annex 15, Chap. 8, para 8.1.3; Doc 8733 Basic ANP, Part VIII, para. 2.6	Mexico	Pre-flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. This kind of bulletins is not foreseen in the short-term. There are budgetary constraints in the mid-term.	A		SENEAM		Continues during 2010 mission.
AIS 361 CAR	Annex 15, Chapter 10, e-TOD, App. 8	Mexico	Implementation of e-TOD in accordance with Annex 15, para. 10.1.1		Check introductory note in Annex 15, Chap. 10. An action plan must be prepared. Deadline for implementation: November 2015.	A		State	MAR/ 2011	

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1	2	3	4	5	6	7	8	9	10	11
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	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		

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

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 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 implementation 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 - improvement of aerodrome operations.	A		SENEAM		

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
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 establish communications in 15 seconds. Action Plan: Mexico will send a proposal on this regard.	Mexico and Belize	DEC/ 2009	
MEX Mexico										
MET	40 CAR CAR/SAM ANP MET Requirements, Table AOP 1.	Mexico	RVR have not been implemented.	JUN/ 1996		B	Toluca Airport (MMTO) has three RVR sensors, and it is expected to be operating at the end of 2005. Expected dates of RVR installation at MMMX, MMGL and MMY airports: 6/2007	State	JUN/ 2007	Budgetary reasons had delayed the acquisition of these equipments.
MET	74 CAR CAR/SAM ANP Requirements, Part VI, para. 8.	Mexico	There are deficiencies in the OPMET exchange.	JUN/ 1996	Review the OPMET exchange procedures, both in the meteorology and communications areas.	A	It is expected that at the end of 2005 the implementation of the template be continued in order to avoid mistakes in the MET report transmission.	States	APR/ 2006	Budgetary reasons had delayed the implementation of this programme-template.

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIS 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
MSR Montserrat										
AIS 133	CAR Annex 15. Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Montserrat	Pre-flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State	DEC/ 2009	Jeppesen is being contracted to publish for Montserrat. The provision of pre-flight bulletins will be implemented at Montserrat Airport in coordination with Jeppesen, ASSI and the Montserrat Airport.
AIS 152	CAR Annex 4 Chap. 16 Append. 5. FASID Table AIS 7.	Montserrat	Production of the world aeronautical charts-ICAO not according to the sheet layout index established for this series of chart.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	B	Need for production of aeronautical charts according to the established requirements.	State	DEC/ 2009	Jeppesen is being contracted to publish AIS for Montserrat. The production of aeronautical charts according to the established requirements will be undertaken by Jeppesen under contract.
AIS 290	CAR Annex 15 Chap. 8; Doc. 8733 Basic ANP, Part VIII, Para. 25; FASID Tables AIS 1 and 2	Montserrat	Pre-flight information (implementation of required AIS aerodrome units).	SEP/ 1996	Records/files NACC RO. No action plan reported.	B	Need for effective implementation of required AIS aerodrome units.	State	DEC/ 2009	Jeppesen is being contracted to undertake this project. Effective implementation of required AIS aerodrome units is being undertaken as a joint effort between Jeppesen, ASSI and the Montserrat Airport.
AIS 301	CAR Annex 4 Chap. 17.	Montserrat	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports. No action plan reported.	B	Need for production of aeronautical charts according to the ICAO specifications.	State	DEC/ 2009	Jeppesen is being contracted as the provider of this service. The production of aeronautical charts according to the ICAO specifications will be contracted to Jeppesen over the next month (March).

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIS 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
AIS 302 CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Montserrat	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart-ICAO	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. No action plan reported.	A	Need for effective production of this series of aeronautical charts.	State	DEC/ 2009	Jeppesen is being contracted this month (February) to undertake this project. Effective production of this series of aeronautical charts will be undertaken by Jeppesen under contract.
AIS 304 CAR	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Montserrat	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan reported.	A	Need for production of aeronautical charts according to requirements.	State	DEC/ 2009	Obstacle determination. WGS-84 Surveys being checked for currency. Upon completion Jeppesen will be contracted to produce the aeronautical charts. Jeppesen is being contracted for the production of aeronautical charts according to requirements.
AIS 329 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Montserrat	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	MAY/ 2009	Jeppesen has a QS as does ASSI. Jeppesen will be the contracted provider of this service. Jeppesen and ASSI have established Quality Systems.
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

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ANT Netherlands										
AGA 253	CAR Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.4)	Netherlands, BONAIRE/ KRALENDIJK, Flamingo	The runway strip width is inadequate for an instrument runway	FEB/ 2002	ICAO Visit February 2002	A	Widen the runway strip	Netherlands Antilles		
AGA 254	CAR Obstacles (Annex 14, Vol. I, Chap. 4 - 4.2.13, 4.2.18 - 4.2.19)	Netherlands, BONAIRE/ KRALENDIJK, Flamingo	Obstacles in the transitional surface include aircraft parked on the apron and buildings	FEB/ 2002	ICAO Visit February 2002	A	Remove the obstacles	Netherlands Antilles		
AGA 255	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.4.1)	Netherlands, BONAIRE/ KRALENDIJK, Flamingo	Apron safety line markings are not provided	FEB/ 2002	ICAO Visit February 2002	A	Provide apron safety line markings	Netherlands Antilles		
AGA 256	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.5.23 and ANP FASID Table AOP1)	Netherlands, BONAIRE/ KRALENDIJK, Flamingo	A visual approach slope indicator system is not provided for Runway 28	FEB/ 2002	ICAO Visit February 2002	A	Provide a visual approach slope indicator system for Runway 28	Netherlands Antilles		
AGA 257	CAR Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.1 & 2 - 9.1.1)	Netherlands, BONAIRE/ KRALENDIJK, Flamingo	The aerodrome emergency plan is not complete	FEB/ 2002	ICAO Visit February 2002	A	Complete the aerodrome emergency plan	Netherlands Antilles		
AGA 258	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.3)	Netherlands, BONAIRE/ KRALENDIJK, Flamingo	Runway centreline markings are fading	FEB/ 2002	ICAO Visit February 2002	A	Re-paint runway markings	Netherlands Antilles		

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET 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
ANT Netherlands										
MET	5 CAR SIGMET information (Annex 3, Part I, Chapter 7, standard 7.1.1)	Netherlands Antilles	Not all SIGMET messages are prepared based on the procedures established by ICAO.	MAY/ 1996	a) Implement the COM/MET SIP recommendations for the CAR Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	A	Ensure the correct elaboration of SIGMETs and their dissemination in accordance with the requirements of Table MET 2A.	State	APR/ 2003	TC, CB and VA shall be reported in SIGMET but TC and VA occasionally affect Curacao FIR, TC advisories are issued by Miami TCRC and, TC and CB cloud systems may be identified in satellite pictures.
MET	55 CAR Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Netherlands Antilles	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States		
MET	75 CAR Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Netherlands Antilles	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 1996	Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
NIC Nicaragua										
AGA 233	CAR Runway Strip (Annex 14, Vol. I, Chap. 3.4.6)	Nicaragua, MANAGUA, Intl Managua	The military helicopters parked on the runway strip are obstacles	MAR/ 2002	ICAO Visit March 2002 & July 2006	A	The Air Force removed helicopters parked in the runway strip, who where placed in zones where they do not represent an obstacle. The International Airports Operator will proceed to build three remote platforms for helicopter stand. To date, the CAA has approved the design and shortly construction works will begin.	Nicaragua	AUG/ 2008	
AGA 237	CAR Visual Aids (Annex 14, Vol. I, Chap. 5- 5.3.4.1, 5.3.5.23 and ANP FASID Table AOP1)	Nicaragua, MANAGUA, Intl Managua	The runway has no approach lighting systems	MAR/ 2002	ICAO Visit March 2002 and July 2006	A	Provide approach lighting systems. The International Airports Administration Company presented an expansion project including acquisition and installation of approach lighting system for Runway 09.	Nicaragua	2009	
AGA 399	CAR Visual Aids (Annex 14, Vol.I, Chap. 5.2.7, 5.2.7.3 6 & 5.2.7.5)	Nicaragua, MANAGUA, Intl Managua	Runway End 27 has a "bubbled" turnaround pad that lacks Continuation of the runway side strip marking and In-pavement runway edge lights [elevated runway side lights are located on side of "bubbled" turnaround pad	JUL/ 2006	ICAO Visit July 2006	A	Mark runway edge and install in-pavement runway edge lights. The International Airports Administrator Company finalized singalling of runway edges. The installation of in-pavement runway edge lighs will be completed in 2009 as part of the runway expansion project.	Nicaragua	2009	
AGA 405	CAR Runway Strip (Annex 14, Vol.I, Chap.3.4.3 & 3.4.6)	Nicaragua, MANAGUA, Intl Managua	The width of the runway strip on the north side is insufficient due to the location of parallel Taxiway A	JUL/ 2006	ICAO Visit July 2006	A	Implement an ATCT operational plan that addresses when Taxiway is restricted for specific aircraft on approach. Construct new extension of Taxiway A parallel to new Runway End 27 outside of the runway strip. The International Airports Administrator Company will request an exemption from compliance with regulations and will establish a procedure taking SMS into account.	Nicaragua		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 406 CAR	Runway Geometry (Annex 14, Vol. I, Chap. 3.2.4)	Nicaragua, MANAGUA, Intl Managua	Two large drop offs between the runway edge and adjoining runway shoulder exist next to the entrance of the service road across from the Taxiway A entrance to Runway End 09.	JUL/ 2006	ICAO Visit July 2006	A	Fill in the depressed runway shoulder areas on each side of the ramp to reduce the elevation differences. The International Airports Administrator Company as part of the runway expansion project envisages grading the runway shoulder areas.	Nicaragua	2009	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIS 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										
AIS	88 CAR Doc. 8733 Basic ANP, Part VIII, Paras. 61 to 64, FASID Table AIS 7	Nicaragua	Lack of production of the World Aeronautical Chart ICAO 1:1000 000	NOV/ 1994	Records/files NACC R0; GREPECAS reports. Not indicated in the Action Plan.	B	The CAA recognises the need for producing ICAO Global aeronautical Charts 1: 1000,000 and therefore, an agreement with INETER is on-going, in order to resolve this deficiency.	State	2010	Need for production of ICAO Aeronautical World Chart 1:1000,000
AIS	153 CAR Annex 4 Chap. 16 Append. 5. FASID Table AIS 7.	Nicaragua	Production of the world aeronautical charts-ICAO not according to the sheet layout index established for this series of chart.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports.	B	The CAA recognises the need for producing ICAO aeronautical Charts and therefore, an agreement with INETER is on-going.	State	2010	Need for production of aeronautical charts according to the established requirements. Action Plan: The production of world aeronautical charts has not been done in Nicaragua.
AIS	178 CAR Annex 4Chap. 17.	Nicaragua	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports.	B	Need for production of aeronautical charts according to the ICAO specifications. Action Plan: This kind of charts will be produced in accordance with ICAO specifications. The CAA recognises the need for producing ICAO VFR Charts at a 1: 500,000 scale, and therefore, an agreement with INETER is on-going..	State	DEC/ 2010	Obtaining PLTS software to develop national charts.
AIS	324 CAR Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Nicaragua	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Civi Aviation authority is in the process of implementing a quality system (QS), as well as procedures for quality assurance and control (QA and QC) in the AIS/MAP services.	State	DEC/ 2010	Relevante technical documentation and rullcs are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.
AIS	363 CAR Annex 15, Chapter 10, e-TOD, App. 8	Nicaragua	Implementation of e-TOD in accordance with Annex 15, para. 10.1.1	MAR/ 2011	Verificar nota introductoria en el Anexo 15, Cap. 10. Se debe preparar un plan de acción. La fecha límite de implantación es noviembre de 2015.	A		State		

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

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
KNA Saint Kitts and Nevis										
AGA 280	CAR Runway Strip (Annex 14, Vol. I, Chap. 3.4 - Std. 3.4.2)	St. Kitts and Nevis, BASSETERRE, Robert L. Bradshaw Int'l	Runway strip length at runway ends is insufficient	JAN/ 2003	ICAO Visit - January 2003	A	Extend runway strip or do not declare stopways and reduce runway declared distances	St. Kitts and Nevis		
AGA 281	CAR Runway Strip (Annex 14, Vol. I, Chap. 3, 3.4 - Rec. 3.4.4 & 6)	St. Kitts and Nevis, BASSETERRE, Robert L. Bradshaw Int'l	Runway strip width is insufficient and contains objects	JAN/ 2003	ICAO Visit - January 2003	A	Remove objects and widen strip where possible	St. Kitts and Nevis		
AGA 282	CAR Runway End Safety Area (Annex 14, Vol. I, Chap. 3, 3.5, 3.5.1 & 3.5.2)	St. Kitts and Nevis, BASSETERRE, Robert L. Bradshaw Int'l	Runway end safety areas are not provided	JAN/ 2003	ICAO Visit - January 2003	A	Provide runway end safety areas by extension of airfield or do not declare stopways and reduce runway declared distances	St. Kitts and Nevis		
AGA 283	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - Std. 5.4.1.1)	St. Kitts and Nevis, BASSETERRE, Robert L. Bradshaw Int'l	Airfield signs are not provided	JAN/ 2003	ICAO Visit - January 2003	A	Provide airfield signs	St. Kitts and Nevis		
AGA 284	CAR Fencing (Annex 14, Vol. I, Chap. 9.10, 9.10.2, 9.10.4 & 9.10.6)	St. Kitts and Nevis, BASSETERRE, Robert L. Bradshaw Int'l	The perimeter fencing is inadequate	JAN/ 2003	ICAO Visit - January 2003	A	Upgrade perimeter barrier to prevent unauthorised access by people and entrance of animals	St. Kitts and Nevis		
AGA 285	CAR Runway Strip (Annex 14, Vol. I, Chap. 3.4 - Rec. 3.4.5 & 6)	St. Kitts and Nevis, CHARLESTOWN, Vance W. Amory Int'l	The runway strip width is insufficient and contains objects	JAN/ 2003	ICAO Visit January 2003	A	Remove objects and widen strip or reduce the aerodrome category. Action Plan: The strip width will be published as a Deficiency.	Nevis Island Administration	SEP/ 2003	
AGA 286	CAR Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - Std. 3.5.2)	St. Kitts and Nevis, CHARLESTOWN, Vance W. Amory Int'l	The runway end safety area length at the east end is insufficient	JAN/ 2003	ICAO Visit January 2003	A	Extend the runway end safety area length, reduce the Runway 10 declared distances or reduce the aerodrome category. Action Plan: Runway upgrade project.	Nevis Island Administration	DEC/ 2006	
AGA 287	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - Std. 5.3.5.1 & Doc. 8733 ANP FASID Table AOP1)	St. Kitts and Nevis, CHARLESTOWN, Vance W. Amory Int'l	No visual approach slope indicator system is provided on Runway 28	JAN/ 2003	ICAO Visit January 2003	A	Provide visual approach slope indicator system on Runway 28. Action Plan: Provide PAPI for Runway 28.	NASPA (Saint Kitts and Nevis)	SEP/ 2005	
AGA 288	CAR Visual Aids (Annex 14, Vol. I, Chap. 5, 5.4, 5.4.1.1)	St. Kitts and Nevis, CHARLESTOWN, Vance W. Amory Int'l	Airfield signs are not provided	JAN/ 2003	ICAO Visit January 2003	A	Provide airfield signs	NASPA (Saint Kitts and Nevis)	SEP/ 2005	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 289 CAR	Fencing (Annex 14, Vol. I, Chap.9, 9.10, 9.10.2, 9.10.4 & 9.10.6)	St. Kitts and Nevis, CHARLESTOWN, Vance W. Amory Int'l	The perimeter fencing is inadequate	JAN/ 2003	ICAO Visit January 2003	A	Upgrade perimeter barrier to prevent unauthorised access by people and entrance of animals	St. Kitts and Nevis		
KNA Saint Kitts and Nevis										
AIS 136 CAR	Annex 15, Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Saint Kitts and Nevis	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan is reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes. The CAA is negotiating a project with TCB.	State		
AIS 333 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Saint Kitts and Nevis	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.Relevant technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	.	State	DEC/ 2007	
AIS 367 CAR	Annex 15, Chapter 10, e-TOD, App. 8	St. Kitts and Nevis	Implementation of e-TOD in accordance with Annex 15, para. 10.1.1	MAR/ 2011	Check introductory note in Annex 15, Chap. 10. An action plan must be prepared. Deadline for implementation: November 2015.	A		State		

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
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
CNS 153	CAR CAR/SAM ANP, Doc. 8733, Vol. I, Doc. 9734, Part A, para. 2.4.9	Saint Kitts and Nevis/ECCAA	There is no regulatory entity within the ECCAA for the regulation and oversight of CNS matters. Currently, ECCAA Maintenance is the CNS maintenance service provider for all CNS equipment.	DEC/ 2010	Report on visit by RO/CNS - November 2010	A	Continue the process for the creation of a regulatory entity and conduct the necessary actions to clearly define the role and activities for each entity.	Saint Kitts and Nevis/ECCAA	AUG/ 2011	Staff has been designated for CNS inspector
CNS 154	CAR Annex 10, Vol II, 3.5	Robert L. Bradshaw TWR	ATS voice speech circuit are not recorded and are not integrated in the voice communication switching system (VCSS)	NOV/ 2010	Report on visit by RO/CNS - November 2010	A	Make the necessary technical adjustments to record these communication and integrated them into the VCSS	Saint Kitts and Nevis (SCASPA)/ ECCAA	JUL/ 2011	With the new MPLS Network, the implementation of the appropriate interfaces is planned.
CNS 156	CAR Annex 10, Vol. I, Chap 2, 2.2	Saint Kitts and Nevis CTR	Navais flight and ground tests are not carried out in accordance to ICAO recommended periodicity.	NOV/ 2010	Report on visit by RO/CNS - November 2010	A	Ensure periodic ground and flight tests and its corresponding registries of the navais performance in accordance to ICAO	Saint Kitts and Nevis (SCASPA -NASPA)/ ECCAA	JUL/ 2011	n/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
CNS 157 CAR	CAR/SAM ANP Doc 8733, Vol. I, Part I paragraph 54, Part IV paragraph 5, GREPECAS Conclusion 15/1	Robert L. Bradshaw APP/TWR	For the future implementation of air navigation systems, an integrated performance-based approach should be considered including the automation of ATS functions/ systems.	NOV/ 2010	Report on visit by RO/CNS - November 2010	B	Establish an integrated system approach for implementing automation and interoperation between communications and functions for air navigation systems. Reduction of manual operations will reduce safety and involuntary errors: -Implement FPL Strip processing under a FPL Data processing approach. -Implement Radar display system from adjacent States with flight plan correlation -Implement an automatic terminal for ATS Units (TWR) for data transmission The NAM/CAR Regional Performance-based Air Navigation Implementation Plan should be used as reference.	Saint Kitts and Nevis (SCASPA)/ ECCAA	AUG/ 2011	n/a
CNS 158 CAR	Annex 10, Vol. III, Chap. 9, Vol. IV, 2.1.6; CAR/SAM ANP, Vol. I, Part IV, paragraph 44; NACC/DCA/3 and GREPECAS/14 Conclusions	Saint Kitts and Nevis/ECCAA	A 24-bit aircraft address register has not been established.	NOV/ 2010	Report on visit by RO/CNS - November 2010	B	Establish this register based on the guidance provided by GREPECAS and in compliance with ICAO SARPs.	Saint Kitts and Nevis/ ECCAA	JUN/ 2011	n/a
CNS 159 CAR	Annex 10, Vol. II, 2.4 / 2.6 CAR/SAM ANP, Doc 8733, Vol. I, Part IV, paragraphs 20 and 51.	Saint Kitts and Nevis/ECCAA	No Procedure for handling radio frequency interference situations	NOV/ 2010	Report on visit by RO/CNS - November 2010	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	Saint Kitts and Nevis (SCASPA -NASPA)/ ECCAA	JUN/ 2011	n/a

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
LCA Saint Lucia										
AGA 109	CAR Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.4, 5.3.4.1 (A))	Saint Lucia, CASTRIES, George F. L. Charles Intl	No approach lighting systems are provided at both runway ends	JUL/ 2001	ICAO Visit July 2001	A	Reduce the aerodrome category to reference Code 2 and/or provide simple approach lighting systems at both runway ends. Action Plan: AD Category reduced to Code 2	SLASPA	AUG/ 2003	Installation of simple approach lighting system is not physically practicable.
AGA 110	CAR Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.4, 5.3.4.1 (A))	Saint Lucia, CASTRIES, George F. L. Charles Intl	No visual approach slope indicator system is provided on Runway 27	JUL/ 2001	ICAO Visit July 2001	A	Provide visual approach slope indicator system on Runway 27	SLASPA	AUG/ 2003	File Difference. No PAPI is provided for Runway 27.
AGA 111	CAR Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.2.3 & 5.3.2.5 & 3 and ANP FASID Table AOP1)	Saint Lucia, CASTRIES, George F. L. Charles Intl	APAPI is provided on Runway 09 instead of PAPI	JUL/ 2001	ICAO Visit July 2001	A	Reduce the aerodrome category to reference Code 2 and/or provide PAPI on Runway 09. Action Plan: Aerodrome reduced to Category Code 2.	Saint Lucia	AUG/ 2003	
AGA 112	CAR Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10.2, 10.2.1, 10.2.2. & 10.2.3)	Saint Lucia, CASTRIES, George F. L. Charles Intl	Runway pavement surface severely deficient in many areas and FOD is present	JUL/ 2001	ICAO Visit July 2001	A	Maintain runway surface clean of FOD and upgrade the runway pavement	Saint Lucia		
AGA 113	CAR Runway Geometry (Annex 14, Vol. I, Chap. 3.1 & 3.2, 3.2.1)	Saint Lucia, VIEUX FORT, Hewanorra Intl	Runway shoulders are not provided	JUL/ 2001	ICAO Visit July 2001	B	Provide runway shoulders. Status: Ongoing	SLASPA		
AGA 118	CAR Visual Aids (Annex 14, Vol. I, Chap. 5, Rec. 5.1.1.5)	Saint Lucia, VIEUX FORT, Hewanorra Intl	Wind direction indicator is not illuminated	JUL/ 2001	ICAO Visit July 2001	A	Provide illuminated wind indicator. Status: Pending	SLASPA	JUN/ 2003	
AGA 120	CAR Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.5.1 & 3 and ANP FASID Table AOP 1)	Saint Lucia, VIEUX FORT, Hewanorra Intl	Runway 28 PAPI is not operational due to lack of electrical power supply	JUL/ 2001	ICAO Visit July 2001	A	Provide PAPI for Runway 28. Status: Pending	SLASPA	OCT/ 2003	
AGA 122	CAR Fencing (Annex 14, Vol. I, Chap. 9, 9.10, 9.10.9)	Saint Lucia, VIEUX FORT, Hewanorra Intl	No perimeter road is provided	JUL/ 2001	ICAO Visit July 2001	B	Provide perimeter road. Status: Pending	SLASPA	DEC/ 2004	

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIS 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
LCA Saint Lucia										
AIS 64	CAR Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Saint Lucia	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. No action plan reported.	A	Need for production of aeronautical charts according to requirements.	State		Obstacles determination.
AIS 137	CAR Annex 15, Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Saint Lucia	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State		
AIS 325	CAR Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Saint Lucia	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rullles are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007	
AIS 364	CAR Annex 15, Chapter 10, e-TOD, App. 8	Saint Lucia	Implementation of e-TOD in accordance with Annex 15, para. 10.1.1	MAR/ 2011	Check introductory note in Annex 15, Chap. 10. An action plan must be prepared. Deadline for implementation: November 2015.	A		State		

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
LCA Saint Lucia										
CNS 62	CAR 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 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
CNS 161	CAR CAR/SAM ANP Doc 8733 Vol. I Doc 9734 Part A, 2.4.9	Saint Lucia/ECCAA	There is no regulatory entity within the ECCAA for the regulation and oversight of CNS matters. Currently, ECCAA Maintenance Unit is the CNS maintenance service provider for all CNS equipment.	NOV/ 2010	Report on visit by RO/CNS - November 2010	A	Continue the process for the creation of a regulatory entity and conduct the necessary actions to clearly define the role and activities for each entity.	Saint Lucia/ ECCAA	JUN/ 2011	Staff has been designated to carry out the duties of CNS inspector.
CNS 162	CAR Annex 10, Vol. I, Chap 2, 2.2	Saint Lucia CTR	Nav aids flight and ground tests are not carried out in accordance to ICAO recommended periodicity.	NOV/ 2010	Report on visit by RO/CNS - November 2011	A	Ensure periodic ground and flight tests and its corresponding registries of the nav aids performance in accordance to ICAO	Saint Lucia/ ECCAA	JUN/ 2011	n/a
CNS 163	CAR Annex 10, Vol. II, 2.4 / 2.6 CAR/SAM ANP Doc 8733, Vol. I, Part IV, paragraphs 20 and 51.	Saint Lucia/ECCAA	No Procedure for handling radio frequency interference situations	NOV/ 2010	Report on visit by RO/CNS - November 2010	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	Saint Lucia/ ECCAA	JUN/ 2011	n/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
CNS 164 CAR	CAR/SAM ANP Doc 8733, Vol. I, Part I paragraph 54, Part IV paragraph 5, GREPECAS Conclusion 15/1	George F Charles TWR	For the future implementation of air navigation systems, it is necessary to have an integrated approach for automated systems and be based on performance. This approach should include the replacement of the old equipment and improvements for situational awareness alarms and warnings.	NOV/ 2010	Report on visit by RO/CNS - November 2010	B	Establish an integrated system approach for implementing automation and interoperation between communications and functions for air navigation systems. Reduction of manual operations will reduce safety and involuntary errors: <ul style="list-style-type: none"> o Implement Radar Multitracking system with flight plan correlation o Implement an automatic terminal for ATS Units (TWR) for data transmission o Development a replacement plan for old equipment (VCSS, Radios, Voice recorder, etc.) The NAM/CAR Regional Performance-Based Air Navigation Implementation Plan should be used as a reference.	Saint Lucia/ ECCAA	JUN/ 2011	n/a
CNS 165 CAR	Annex 10, Vol. III, Chapter. 9, Vol. IV, 2.1.6; CAR/SAM ANP, Vol. I, Part IV, paragraph 44; NACC/DCA/3 and GREPECAS/14 Conclusions	Saint Lucia	A 24-bit aircraft address register has not been established.	NOV/ 2010	Report on visit by RO/CNS - November 2010	B	Establish this register based on the guidance provided by GREPECAS and in compliance with ICAO SARPs.	Saint Lucia/ECCAA	JUN/ 2011	n/a
CNS 166 CAR	Doc 9718, Chapter 5	Saint Lucia/ECCAA	ECCAA/Saint Lucia had several frequencies assigned in the ICAO NACC database (COM List 3), whose use has not been confirmed.	NOV/ 2010	Report on visit by RO/CNS - November 2010	B	ECCAA/Saint Lucia should coordinate and confirm the previously mentioned frequency assignments through the ICAO NACC Regional Office in accordance with the corresponding procedure.	Saint Lucia/ECCAA	APR/ 2011	n/a

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET 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
LCA Saint Lucia										
MET	24 CAR	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Saint Lucia	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	JUN/ 1996	Review the functions and training of the aeronautical meteorologist	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	State	
MET	42 CAR	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4. 6.3.2)	Saint Lucia	RVR have not been implemented	JUN/ 1996	Plan de acquisition of the RVR	B	To ensure the implementation of required RVR.	State	
MET	56 CAR	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Saint Lucia	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	State	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
VCT Saint Vincent and the Grenadines										
AGA 203	CAR Runway Geometry (Annex 14, Vol. I, Chap. 3.1 & 3.2 - 3.1.12 & 13)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Runway longitudinal slope exceeds recommended limits	DEC/ 2001	ICAO Visit December 2001	B	Reduce the aerodrome category to reference Code 2. Action Plan: Difference will be filed with ICAO and published in AIP.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2004	Runway longitudinal slopes cannot be adjusted due to physical constraints.
AGA 204	CAR Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.2)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	No runway strip is provided at the east runway end	DEC/ 2001	ICAO Visit December 2001	A	Provide the runway strip by displacing the Runway 07 end and reducing the declared landing distance. Action Plan: Runway 07 end will be displaced to provide runway strip. Declared distances will be revised.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2006	
AGA 205	CAR Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.2)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Runway strip width is insufficient on both sides	DEC/ 2001	ICAO Visit December 2001	A	Reduce the aerodrome category to reference Code 2. Action Plan: Difference will be filed with ICAO and published in AIP.	Min. NS, PS & AD St. Vincent and the Grenadines		Runway strip width cannot be adjusted due to physical constraints.
AGA 206	CAR Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - 3.5.1)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	No runway end safety area is provided at the east runway end	DEC/ 2001	ICAO Visit December 2001	A	Provide a runway end safety area by displacing the Runway 07 end and reducing the declared landing distance. Action Plan: Runway end safety area will be established under Airport Improvement Project. New declared distances will be published.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2006	
AGA 207	CAR Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5, 3.5.1, 3.5.2 & 3.5.4)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Length and width of the runway end safety area at the west runway end is insufficient	DEC/ 2001	ICAO Visit December 2001	A	Correct the runway end safety area deficiencies by displacing the Runway 25 end and reducing the declared take-off distance. Action Plan: Runway end safety area will be established at west runway end under the Airport Improvement Project.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2006	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 208 CAR	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2 Rec. 4.2.12)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Obstacles infringing on the transitional obstacle limitation surface include aircraft parked on the apron, fencing, roads, utility poles, terrain, buildings and vegetation	DEC/ 2001	ICAO Visit December 2001	A	Reduce the aerodrome category to reference Code 2 and identify, remove and/or mark/light remaining obstacles. Action Plan: Apron to be relocated and significant obstructions removed or marked under the Airport Improvement Project.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2006	
AGA 209 CAR	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2, Rec. 4.2.27)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Obstacles infringing on the Runway 07 take off climb obstacle limitation surface include fencing, roads, terrain, buildings and vegetation	DEC/ 2001	ICAO Visit December 2001	A	Discontinue Runway 07 take-off operations with immediate effect. Action Plan: Discontinuation of Runway 07 take offs except under special dispensation by licensing authority.	Min. NS, PS & AD St. Vincent and the Grenadines	DEC/ 2004	
AGA 210 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.10, 5.2.10.1 & 5.2.10.2)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Runway holding position marking is not provided on the west taxiway and no apron taxiway centreline, aircraft stand and safety line markings are provided	DEC/ 2001	ICAO Visit December 2001	A	Provide runway holding position marking on west taxiway and apron markings. Action Plan: Corrective action being undertaken under the Airport Improvement Project.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2006	
AGA 211 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.4, 5.3.4.1, 10.4.20 & 10.4.21)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Runway 07 approach lighting system is out of service	DEC/ 2001	ICAO Visit December 2001	A	Reinstate Runway 07 simple approach lighting system. Action Plan: Corrective action being undertaken under the Airport Improvement Project.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2006	
AGA 212 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.4.1.1)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	No airfield signs are provided	DEC/ 2001	ICAO Visit December 2001	A	Provide airfield signs Action Plan: Corrective action being undertaken under the Airport Improvement Project.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2006	
AGA 213 CAR	Fencing (Annex 14, Vol. I, Chap.9, 9.10, 9.10.1 & 9.10.3)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	An unauthorised person was observed crossing the runway strip at the west runway end and chickens were observed in front of the rescue and fire-fighting facility	DEC/ 2001	ICAO Visit December 2001	A	Ensure perimeter barrier is secure to prevent access to the airfield by animals and unauthorised persons. Action Plan: Repair and replacement of security fences, and construction of a perimeter road along the fence.	Min. NS, PS & AD St. Vincent and the Grenadines	DEC/ 2005	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 214 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2 - 9.2.3, 5 & 6)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Rescue and fire-fighting Category should be 7, minimum 6, for B727 operations	DEC/ 2001	ICAO Visit December 2001	A	Discontinue B727 operations or upgrade RFFS Category to 7, or 6 minimum. Action Plan: RFF Category to be upgraded in keeping with aircraft types using airport.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2006	
AGA 215 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10.2, 10.2.1, 10.2.2, 10.2.3 & 10.2.4)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Runway sides, taxiway and apron pavement surfaces severely deficient in many areas and FOD is present	DEC/ 2001	ICAO Visit December 2001	A	Maintain pavement surfaces clean of FOD and repair pavements. Action Plan: Repair and upgrading of pavement surfaces is a part of the ongoing Airport Improvement Project.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2006	
AGA 216 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.4 & 5.2.4.1)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Runway 07 designation and threshold markings are faded	DEC/ 2001	ICAO Visit December 2001	A	Re-paint runway markings. Action Plan: Corrective action being undertaken.	Min. NS, PS & AD St. Vincent and the Grenadines	JUN/ 2004	
AGA 217 CAR	Runway Geometry (Annex 14, Vol. I, Chap. 3.1 & 3.2 - Stolport Manual 3.2.5.3 & Annex 14 Vol. I para. 3.1.13)	St. Vincent and the Grenadines, MUSTIQUE, Mustique	Runway longitudinal slope exceeds 2 % at both runway ends	DEC/ 2001	ICAO Visit December 2001	B	Review runway declared distances to include only those portions of the runway where the slope does not exceed 2% and publish in the AIP	St. Vincent and the Grenadines		
AGA 218 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.3 - Stolport Manual 3.3.2.1 & 3.3.5)	St. Vincent and the Grenadines, MUSTIQUE, Mustique	Runway strip contains objects including drainage channels and concrete lighting support bases and Runway strip width is deficient in the southeast portion where the road, vegetation and fencing infringe on the runway strip and in the northeast portion where the terrain, vegetation and fencing infringe on the runway strip	DEC/ 2001	ICAO Visit December 2001	A	Cover drainage channels and de-lethalise lighting bases and widen the runway strip or reduce the runway declared distances	St. Vincent and the Grenadines		
AGA 219 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.3 - Stolport Manual 3.3.2.2)	St. Vincent and the Grenadines, MUSTIQUE, Mustique	Runway strip length at east runway end is insufficient	DEC/ 2001	ICAO Visit December 2001	A	Displace Runway 09 end and reduce the corresponding landing and take-off declared distances	St. Vincent and the Grenadines		

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 220 CAR	Obstacles (Annex 14, Vol. I, Chap. 4 - Stolport Manual 4.2)	St. Vincent and the Grenadines, MUSTIQUE, Mustique	Take-off obstacle limitation surface contains severe infringements by terrain and vegetation based on runway take-off declared distance published in AIP	DEC/ 2001	ICAO Visit December 2001	A	Reduce Runway 09 take-off declared distance to reflect displaced runway end for curved departure path and publish in the AIP	St. Vincent and the Grenadines		
AGA 221 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - Stolport Manual 5.3.1)	St. Vincent and the Grenadines, MUSTIQUE, Mustique	No stolport designation marking is provided at the Runway 09 threshold	DEC/ 2001	ICAO Visit December 2001	A	Provide stolport designation marking	St. Vincent and the Grenadines		
AGA 222 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.1 - Stolport Manual 9.1.1 & 2)	St. Vincent and the Grenadines, MUSTIQUE, Mustique	No stolport emergency plan exists	DEC/ 2001	ICAO Visit December 2001	A	Prepare a stolport emergency plan	St. Vincent and the Grenadines		
AGA 223 CAR	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2 - Stolport Manual 9.2.2 and Annex 14 Vol. I para. 9.2.29 & 30)	St. Vincent and the Grenadines, MUSTIQUE, Mustique	The present position of the rescue and fire-fighting vehicle on the western edge of the apron is remote from personnel and does not have direct access to the runway and Security personnel double up as RFFS personnel	DEC/ 2001	ICAO Visit December 2001	A	Relocate position of RFFS vehicle to be close to personnel and have direct access to the runway and specify security procedures in the case of an emergency	St. Vincent and the Grenadines		
VCT Saint Vincent and the Grenadines										
AIS 365 CAR	Annex 15, Chapter 10, e-TOD, App. 8	Saint Vincent and the Grenadines	Implementation of e-TOD in accordance with Annex 15, para. 10.1.1	MAR/ 2011	Check introductory note in Annex 15, Chap. 10. An action plan must be prepared. Deadline for implementation: November 2015.	A		State		

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
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
CNS 167	CAR CAR/SAM ANP, Doc 8733 Vol. I Doc 9734 Part A, 2.4.9	Saint Vincent and the Grenadines/ECCAA	There is no regulatory entity within the ECCAA for the regulation and oversight of CNS matters. Currently, ECCAA Maintenance Unit is the CNS maintenance service provider for all CNS equipment.	NOV/ 2010	Report on visit by RO/CNS - November 2010	A	Continue the process for the creation of a regulatory entity and conduct the necessary actions to clearly define the role and activities for each entity.	Saint Vincent and the Grenadines/ ECCAA	JUN/ 2011	Staff has been designated for CNS inspector.
CNS 168	CAR Annex 10, Vol. I, Chap 2, 2.2	Saint Vincent and the Grenadines CTR	Nav aids flight and ground tests are not carried out in accordance to ICAO recommended periodicity.	NOV/ 2010	Report on visit by RO/CNS - Noviembre de 2010	A	Ensure periodic ground and flight tests and its corresponding registries of the nav aids performance in accordance to ICAO	Saint Vincent and the Grenadines/ ECCAA	JUN/ 2011	n/a

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1	2	3	4	5	6	7	8	9	10	11
CNS 169 CAR	CAR/SAM ANP Doc 8733, Vol. I, Part I paragraph 54, Part IV paragraph 5, GREPECAS Conclusion 15/1	E.T. Joshua APP/ TWR	For the future implementation of air navigation systems, an integrated performance-based approach should be considered including the automation of ATS functions/ systems.	NOV/ 2010	Report on visit by RO/CNS - November 2010	B	Establish an integrated system approach for implementing automation and interoperation between communications and functions for air navigation systems. Reduction of manual operations will reduce safety and involuntary errors: o Implement Radar display system with flight plan correlation o Implement an automatic terminal for ATS Units (TWR) for data transmission The NAM/CAR Regional Performance-based Air Navigation Implementation Plan should be used as reference.	Saint Vincent and the Grenadines/ ECCAA	JUN/ 2011	n/a
CNS 170 CAR	Annex 10, Vol.. III, Chapter. 9, Vol. IV, 2.1.6; CAR/SAM ANP, Vol. I, Part IV, paragraph 44; NACC/DCA/3, and GREPECAS/14 Conclusions	Saint Vincent and the Grenadines/ECCAA	A 24-bit aircraft address register has not been established.	NOV/ 2010		B	Establish this register based on the guidance provided by GREPECAS and in compliance with ICAO SARPs.	Saint Vincent and the Grenadines/ ECCAA	JUN/ 2011	
CNS 172 CAR	Annex 10, Vol. II, 2.4 / 2.6 CAR/SAM ANP Doc 8733, Vol. I, Part IV, paragraphs 20 and 51.	Saint Vincent and the Grenadines/ECCAA	No Procedure for handling radio frequency interference situations	NOV/ 2010	Report on visit by RO/CNS - November 2010	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	Saint Vincent and the Grenadines/ ECCAA	JUN/ 2011	n/a
VCT Saint Vincent and the Grenadines										
MET 79 CAR	Adequate number of MET trained staff.	Saint Vincent	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	JUN/ 1996	To use CAR/SAM technical cooperation regional projects for the training of aeronautical meteorology.	A	Upgrade training to senior and junior members of staff and increase the number of personnel.	State		

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

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1	2	3	4	5	6	7	8	9	10	11
SM Sint Maarten										
AGA 259	CAR Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.2)	SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	The runway strip length is insufficient at both runway ends.	FEB/ 2002	ICAO Visit February 2002	A	Provide the required runway strip length by not declaring the stopways at both runway ends. Action Plan: Strip extends up to 60 m beyond end of runway. This length is available by not declaring stopways. Has been investigated to establish the implications.	PJIAE (Netherlands Antilles)	DEC/ 2005	
AGA 260	CAR Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.4)	SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	The runway strip width is inadequate for an instrument runway	FEB/ 2002	ICAO Visit February 2002	A	Widen the runway strip. Action Plan: Runway strip is adequate for visual approaches. An IFR may be cleared to execute a visual approach, provided the meteorological conditions are such that a visual approach and landing can be completed. For PJIA a strip of 2x75 is then sufficient. An IFR flight on visual approach is approved.	PJIAE (Netherlands Antilles)		
AGA 261	CAR Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - 3.5.1)	SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	Runway end safety areas are not provided at both runway ends	FEB/ 2002	ICAO Visit February 2002	A	Provide the required runway end safety areas by not declaring the stopways at both runway ends. Action Plan: NACO has been commissioned and has worked out a plan of action to address this matter.	PJIAE (Netherlands Antilles)	DEC/ 2005	
AGA 263	CAR Obstacles (Annex 14, Vol. I, Chap. 4, 4.2, Rec. 4.2.12)	SAINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	Obstacles in the transitional surface include aircraft parked on the apron, buildings and vegetation	FEB/ 2002	ICAO Visit February 2002	A	Minimise the presence of obstacles by prevention and removal. Light and mark remaining obstacles as appropriate. Action Plan: Remedy hydrant system leakage. Local authorities have been advised of the required measures for implementation	PJIAE (Netherlands Antilles)		

OUTSTANDING DEFICIENCIES

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

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1	2	3	4	5	6	7	8	9	10	11
AGA 264 CAR	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2, Rec. 4.2.12)	SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	Obstacles infringing on the take off climb and approach obstacle limitation surfaces for both Runways 09 & 27 include fencing, vehicles on roads, buildings, vegetation and terrain.	FEB/ 2002	ICAO Visit February 2002	A	Eliminate some obstacles by not declaring the stopways at both runway ends. This may involve a displacement of the Runway 09 threshold and Runway 27 end. Remove, light and mark remaining obstacles as appropriate.	PJIAE (Netherlands Antilles)	DEC/ 2005	
AGA 268 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.4.1 (B) and ANP FASID Table AOP1)	SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	A simple approach lighting system is not provided for Runway 09	FEB/ 2002	ICAO Visit February 2002	A	Provide a simple approach lighting system for Runway 09	PJIAE (Netherlands Antilles)		Simple approach lighting system at Runway 09 is not practicable because of the sea. It is not required when the runway is used in conditions of good visibility or if other visual aids are provided. In this case we have good visibility and a PAPI system on the left and right side of the runway.
AGA 270 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.15, 5.3.15.1)	SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	Stopway lights are not provided at both runway ends	FEB/ 2002	ICAO Visit February 2002	A	Provide stopway lights or do not declare stopways at both runway ends. Action Plan: Stopways should not be declared, no lights required.	PJIAE (Netherlands Antilles)	DEC/ 2005	

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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 1C, ATS DIRECT SPEECH CIRCUITS PLAN	E/CAR States and Territories members of the E/CAR AFS Network (St Maarten)	Due to failure of the E/CAR AFS Network, AFTN Service is not being provided adequately and data information transmission is out of service in several States/Territories and several ATS voice communications are made through Backup circuits (VC Bird Intl with John A. Osborne TWR (Montserrat), Bradshaw TWR (St. Kitts) and Pointe-a-Pitre APP (French Antilles))	OCT/ 2009	ICAO Visit to Antigua and E/CAR/WG/31 Meeting	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	

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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 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	

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

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
TTO Trinidad and Tobago										
AGA 8	CAR Taxiway Parallel to Runway (Annex 14, Vol. I, Chap. 3, Rec. 3.9.1 & 3.9.2 and ANP, Table AOP 1)	Trinidad and Tobago, PORT OF SPAIN, Piarco Intl	No full-length parallel taxiway	DEC/ 1999	ICAO Visits March & December 2001 IFALPA Meeting November 2000 ICAO visit May 2008	B	Provide a full-length parallel taxiway.	AATT/BWIA (Trinidad and Tobago)	DEC/ 2015	Action Plan: Extension of taxiway planned.
AGA 20	CAR Runway Strip (Annex 14, Vol. I, Chap. 3, 3.4, 3.4.3 & 3.4.7)	Trinidad and Tobago, PORT OF SPAIN, Piarco Intl	Taxiway B and aircraft maintenance apron infringe on the runway strip	MAR/ 2001	ICAO Visits March & December 2001 ICAO Visit May 2008	A	Relocate building and re-align the portion of parallel taxiway B to the required separation distance from the runway.	AATT & AATT/BWIA (Trinidad and Tobago)	DEC/ 2015	Action Plan: Taxiway B realignment planned. Relocation of apron planned.
AGA 31	CAR Obstacles (Annex 14, Vol. I, Chap. 4, 4.2, 4.2.13 & 4.2.21)	Trinidad and Tobago, PORT OF SPAIN, Piarco	Facilities located north of the western runway end are obstacles infringing in the transitional surface	MAR/ 2001	ICAO Visits March & December 2001 ICAO Visit May 2008	A	Relocate facilities.	AATT / BWIA (Trinidad and Tobago)	DEC/ 2015	Action Plan: Relocation of hangars planned.
AGA 58	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP 1)	Trinidad and Tobago, PORT OF SPAIN, Piarco Intl	No taxiway signs are provided on taxiways B and C	MAR/ 2001	ICAO Visits March & December 2001 ICAO Visit May 2008	A	Install taxiway signs.	AATT (Trinidad & Tobago)	AUG/ 2012	Action Plan: New signs to be installed
AGA 290	CAR Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.2)	Trinidad and Tobago. SCARBOROUGH, Crown Point Int'l	The runway strip length is insufficient at the western runway end.	MAY/ 2002	ICAO Visit May 2002	A	Provide the required runway strip length.	TTCAA/AAT T (Trinidad and Tobago)	DEC/ 2012	Action Plan: Publish lack of runway strip in AIP. Analyse operational impact of reducing runway declared distances.
AGA 291	CAR Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - 3.5.1)	Trinidad and Tobago. SCARBOROUGH, Crown Point Int'l	No runway end safety area is provided at the western runway end	MAY/ 2002	ICAO Visit May 2002	A	Provide the required runway end safety area.	TTCAA/AAT T (Trinidad and Tobago)	DEC/ 2012	Action Plan: Publish lack of RESA in AIP. Analyse operational impact of reducing runway declared distances.
AGA 293	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.5.1 & ANP FASID Table AOP1)	Trinidad and Tobago. SCARBOROUGH, Crown Point Int'l	Runway 29 is not provided with a visual approach slope indicator system	MAY/ 2002	ICAO Visit May 2002	A	Provide a visual approach slope indicator system on Runway 29.	AATT (Trinidad and Tobago)	DEC/ 2012	Action Plan: Installation of Runway 29 VASIS planned.
AGA 294	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.4.1.1)	Trinidad and Tobago. SCARBOROUGH, Crown Point Int'l	No airfield signs are provided	MAY/ 2002	ICAO Visit May 2002	A	Provide airfield signs.	AATT (Trinidad and Tobago)	DEC/ 2012	Action Plan: Installation of airfield signs planned.
AGA 295	CAR Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2, & 10.2.1)	Trinidad and Tobago. SCARBOROUGH, Crown Point Int'l	Apron pavement surface has some irregularities and FOD along the slab joints	MAY/ 2002	ICAO Visit May 2002	A	Repair apron pavements.	AATT (Trinidad and Tobago)	DEC/ 2012	Action Plan: Apron pavement upgrading project planned.

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1	2	3	4	5	6	7	8	9	10	11
AGA 514 CAR	Grading of runway strips (Annex 14, Vol. I, Rec. 3.4.8 & 3.4.9)	Trinidad & Tobago, PORT OF SPAIN, Piarco Intl	The runway strip width within 75 m from runway centreline is not graded.	MAY/ 2008	ICAO visit May 2008	A	Provide a runway strip graded area within a distance of at least 75 m from runway centerline, to minimize damage to aircraft in the event of an aircraft running off the runway and for use by emergency equipment.	TTCAA		Action Plan: It is planned the provision of a graded area in the runway strip.
AGA 516 CAR	Taxiway shoulders (Annex 14, Vol. I, 3.10, Rec. 3.10.1 & 3.10.2)	Trinidad & Tobago, PORT OF SPAIN, Piarco Intl	Taxiways B and C shoulder widths are inadequate.	MAY/ 2008	ICAO visit May 2008	A	Widen taxiway shoulder widths.	TTCAA	DEC/ 2015	Action Plan: It is planned to widen the taxiway shoulder widths on straight portions not less than 44 m
AGA 518 CAR	Aprons (Annex 14, Vol. I, Rec. 3.13.1 & 3.13.3)	Trinidad & Tobago, PORT OF SPAIN, Piarco Intl	South part of apron surface is uneven and joints must be replaced and closed.		ICAO visit May 2008	A	The apron surface has irregularities and joints must be replaced and closed.	TTCAA	DEC/ 2012	Action Plan: It is planned the rehabilitation of the apron pavement.
AGA 535 CAR	Annex 17, Chap. 4, 4.2.1 Annex 14, Chap 9, 9.10.3 CAR/SAM ANP Vol. I, Part I, paragraph 12.	Trinidad and Tobago	The facility is located outside the airport perimeter and it is partially fenced, making it accessible to the public, posing a potential threat.	DEC/ 2009		B	Complete the fencing to delimit the facility's premises and permit a better control access.	Trinidad and Tobago Civil Aviation Authority TTCAA	DEC/ 2013	Comment: 24 hrs security on site.

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

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1	2	3	4	5	6	7	8	9	10	11
TTO Trinidad and Tobago										
AIS	66 CAR Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Trinidad and Tobago	Production of aeronautical charts according to requirements of the WGS-84 System	JAN/ 1998	Records/files in NACC RO. Not included in the Action Plan.	A	Need for production of aeronautical charts according to requirements. The following aeronautical charts have been produced according to WGS-84 requirements: Piarco Aerodrome Chart - ICAO, Piarco Aerodrome Obstacle Chart - ICAO - Type A, IAC RNAV RWY10, IAC RNAV RWY28, Piarco CTR Area Chart, Crown Point Aerodrome Chart - ICAO, Crown Point aerodrome Obstacle Chart, ICAO Type A, IAC RNAV RWY11, IAC RNAV TWY29.	State	DEC/ 2012	Obstacles determination. Comments by Trinidad and Tobago: Need for production of aeronautical charts according to requirements. All charts for Crown Point and Piarco are produced in accordance with WGS84 requirements except the following: for Piarco IAC NDB, IAC NDB/ILS, IAC VOR/ILS.
AIS	200 CAR Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Trinidad and Tobago	Partial application of ICAO requirements for the production of Instrument approach charts.	JAN/ 1994	Records/files in NACC R0; GREPECAS and AIS/MAP/SG reports.	A	Need for production of aeronautical charts of this series according to the ICAO specifications. Action plan: New IAC RNAV charts produced for Crown Point and Piarco. New IAC charts produced for Crown Point. Charts possess most ICAO requirements. Some work still to be done.	State	DEC/ 2012	Comments by Trinidad and Tobago: All instrument approach charts have been produced for Trinidad and Tobago according to all ICAO SARPs except for the following IACs for Piarco: NDB, NDB/ILS, and VOR/ILS. These IACs comply with most ICAO SARPs but need more work to be completely compliant.

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AIS 260 CAR	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Trinidad and Tobago	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart-ICAO.	JAN/ 1994	Records/files in NACC RO; GREPECAS and AIS/MAP/SG reports. Not included in the Action Plan.	A	Need for effective production of this series of aeronautical charts.	State	DEC/ 2012	ICAO Aerodrome charts produced for Piarco and Crown Point. Comments by Trinidad and Tobago: Aerodrome Chart - ICAO produced for both aerodromes, however, there is a need for update of Piarco Aerodrome Chart due to recent changes at the aerodrome.
AIS 291 CAR	Annex 15 Chap. 8; Doc. 8733 Basic ANP, Part VIII, Para. 25; FASID Tables AIS 1 and 2	Trinidad and Tobago	Pre- flight information (implementation of required AIS aerodrome units).	SEP/ 1996	Records/files NACC RO.	B	Need for effective implementation of required AIS aerodrome units. Action Plan: Procurement of equipment ongoing. Aerodrome AIS Unit established in Piarco, Preflight Information briefing available at Piarco AIS, AIS Aerodrome Unit not yet established at Crown Point. The need for this service to be researched.	State	DEC/ 2012	
AIS 297 CAR	Annex 15. Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Trinidad and Tobago	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes. Action plan: Procurement of equipment ongoing.	State	DEC/ 2004	

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1	2	3	4	5	6	7	8	9	10	11
AIS 326 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Trinidad and Tobago	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevant technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective. The ICAO Guidance Manual on Implementation of a Quality System in AIS received. The Quality Manual for Piarco AIS completed. Work still beng done on the Procedures Manual and Work Instructions.	State	DEC/ 2012	Comments by Trinidad and Tobago: Piarco AIS has revitalized work on the quality system. Management involvement in this venture will boost the implementation of QMS.
AIS 366 CAR	Annex 15, Chapter 10, e-TOD, App. 8	Trinidad and Tobago	Implementation of e-TOD in accordance with Annex 15, para. 10.1.1	MAR/ 2011	Check introductory note in Annex 15, Chap. 10. An action plan must be prepared. Deadline for implementation: November 2015.	A		State		

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				
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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

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
CNS 64 CAR	CAR/SAM FASID, Doc. 8733, Volume II, Table CNS 4A – Surveillance Systems (CAR Portion)	Trinidad & Tobago, PIARCO FIR	Radar out of service	MAR/ 2010	Reported by IFALPA on Annex 19 Information for December 2008	B	Replace Radar System	Trinidad and Tobago		Trinidad and Tobago is in the process of replacing its radar in Trinidad. The commissioning flight inspection is scheduled for 15th October 2009. The Radar remoting from Barbados and Martinique to Trinidad is under way. We are already receiving data from Martinique and the system is currently under test. Radar Data from Barbados should be completed with this third quarter of 2009. Radar data from Barbados should be completed within the first quarter of 2010 with merged image of French radars.
CNS 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
CNS 70 CAR	CAR/SAM ANP Vol. II FASID (Doc 8733) CNS Table 1A AFTN PLAN and CNS Table 1C, ATS DIRECT SPEECH CIRCUITS PLAN	E/CAR States and Territories members of the E/CAR AFS Network	Due to failure of the E/CAR AFS Network, AFTN Service is not being provided adequately and data information transmission is out of service in several States/Territories and several ATS voice communications are made through Backup circuits (VC Bird Intl with John A. Osborne TWR (Montserrat), Bradshaw TWR (St. Kitts) and Pointe-a-Pitre APP (French Antilles))	OCT/ 2009	ICAO Visit to Antigua and E/CAR/WG/31 Meeting	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 76 CAR	CAR/SAM ANP Vol. II FASID (Doc 8733) CNS Table 1A AFTN PLAN and CNS Table 1C, ATS DIRECT SPEECH CIRCUITS PLAN	E/CAR States and Territories members of the E/CAR AFS Network	Due to failure of the E/CAR AFS Network, AFTN Service is not being provided adequately and data information transmission is out of service in several States/Territories and several ATS voice communications are made through Backup circuits (VC Bird Intl with John A. Osborne TWR (Montserrat), Bradshaw TWR (St. Kitts) and Pointe-a-Pitre APP (French Antilles))	OCT/ 2009	ICAO Visit to Antigua and E/CAR/WG/31 Meeting	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.
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.

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

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

TTO Trinidad and Tobago

SAR	2 CAR Annex 12, Doc 9731	Trinidad and Tobago RCC Piarco	No implementation of the RCC for SAR coordination within the Piarco FIR.	OCT/ 1995	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	Procurement of equipment ongoing for RCC. SAR services provided by Trinidad and Tobago navy.	CAA Trinidad and Tobago/Ministry of Nat.Sec.	DEC/ 2011	SAR Agreements with SRRs and RCCs finished. SAR Committee organized for the ECAR. Elaboration of progress regulations. Development of SAR regulations in progress.
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OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIS 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
TCA Turks and Caicos										
AIS	28 CAR	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and Sec. 5.3	Turks and Caicos Islands	Timely distribution of the information through NOTAM	OCT/ 2000	GREPECAS AIS/MAP Subgroup	A	Need to disseminate on time all operational information through NOTAM	State	
AIS	105 CAR	Doc. 8733 Basic ANP, Part VIII, Paras. 9 to 12	Turks and Caicos Islands	Lack of highest priority for printing of AIS publications.	SEP/ 1996	Records/files NACC RO; GREPECAS reports	A	Need to provide a higher priority for the printing of AIS publications	State	
AIS	139 CAR	Annex 15, Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Turks and Caicos Islands	Pre- flight information (provision of pre-flight bulletins in all the designated aerodromes).	SEP/ 1996	Records/files NACC RO. No action plan reported.	A	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes	State	
AIS	331 CAR	Annex 15, Para. 3.2 Implementation of Quality System (QS) at the AIS.	Turks and Caicos Islands	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP	DEC/ 2005	Must be included in the Action Plan.	A	Relevante technical documentation and rullles are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2007

OUTSTANDING DEFICIENCIES

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

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

USA United States

AGA	158	CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.5.3 and ANP, Table AOP1)	United States, San Juan, Luis Muñoz Marin International	Non-standard VASI is provided	APR/ 2002	ICAO Review of Aerodrome Layout & ICAO Visit - October 2003	A	Replace VASI with standard VASIS (i.e. PAPI). Action Plan: PAPI to be installed. Awaiting for administrative change. FAA ANI is awaiting for an NRA number for the project. Runway 08 currently has a PAPI installed. Runway 10/28 currently under construction will have PAPIs on both runway ends when it opens. Runway 26 VASI to be replaced with scheduled safety area/twy extension project.	United States	Runway 10/28 - PAPIs currently installed at both ends. Runway 10/28 construction completed on December 2007. Runway 8/26 - PAPI currently installed on Runway 8, VASI on Runway 26. Runway 8/26 projects started on January 2008, currently on schedule to be completed in Feb. 2010 Runway 26 - VASI currently out of service due to the Runway 8/26 RESA and Twy "S" extension projects. PAPI will be installed after projects are completed.
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OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 322 CAR	Runway Strip (Annex 14, Vol.I, Chap.3, 3.4 & 3.4.3)	United States, Puerto Rico, Luis Muñoz Marin International Airport	Runway strip widths are insufficient and contain objects including vegetation and arresting gear	OCT/ 2003	ICAO Visit - October 2003	A	Widen the runway strips and remove objects Action Plan: Corrections underway. Land areas beyond and to the sides of Rwy 8 are under development to provide RESA and runway strip. For Rwy 26 end, construction of the new full-parallel Twy S and land extension will provide a full width. The north side of Rwy 26 is bounded by a protected water/mangroves. Minimal arresting gear components currently sit inside the runway 26 safety area. Those items will be removed as part of the runway 26 safety area/twy extension project. Runway 10/28 work (estimated completion Dec. 2007) included removal of existing arresting gear components.	United States		Runway 10/28 - projects included removal of existing arresting gear components. Runway is 150 feet wide; no plans to widen further. Runway 10/28 construction completed on December 2007 Runway 8/26 - Currently 200 feet wide. Land areas beyond and to the sides are under development to provide RESA and runway strip. Trees to the North side of the Runway are currently cleared. Runway 8/26 projects started on January 2008, currently on schedule to be completed in February 2010. Runway 26 - construction of the new full-parallel Twy "S" and land extension will provide a full width. Minimal arresting gear components currently sit inside the Runway 26 RESA, and will be removed as part of the RESA/Twy extension projects.

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 323 CAR	Runway End Safety Area (Annex 14, Vol.I, Chap. 3, 3.5, 3.5.1 & 3.5.2)	United States, Puerto Rico, Luis Muñoz Marin International Airport	No runway end safety area is provided at the east end of Runway 08/26	OCT/ 2003	ICAO Visit - October 2003	A	Provide runway end safety area by extension and/or displacing the Runway 08 end and Runway 26 threshold and reduce the runway declared distances accordingly. Action Plan: Threshold displaced to coincide with new parallel Twy S (underway) and relocated ILS. SJU working with FAA, US EPA and US Army Corps of Engineers to obtain a FONSI to continue extension of RESA. Planned project will provide extended safety area to include safety area work, displacement of 26 threshold, and application of declared distance declarations.	United States	2010	SJU working with FAA, US EPA and US Army Corps of Engineers to obtain a FONSI to continue extension of RESA. Currently 450 foot RESA for Runway 08. Threshold displaced to coincide with new parallel Twy S (underway) and relocated ILS. Runway 8/26 projects started on January 2008, currently on schedule to be completed in February 2010.
AGA 328 CAR	Visual Aids (Annex 14, Vol.I, Chap. 5.3.4, 5.3.4.2 & 5.3.4.3 and Doc. 8733 ANP FASID Table AOP1)	United States, Puerto Rico, Luis Muñoz Marin International Airport	The visual approach slope indicator systems provided for all runways are not compliant with standards	OCT/ 2003	ICAO Visit - October 2003	A	Replace the visual approach slope indicator systems with systems which are compliant with standards Action Plan: PAPI to be installed. Awaiting for administrative change. FAA ANI is awaiting for an NRA number for the project. Runway 08 currently has a PAPI installed. Runway 10/28 currently under construction will have PAPIs on both runway ends when it opens. Runway 26 VASI to be replaced with scheduled safety area/twy extension project.	United States		Runway 10/28 - PAPIs currently installed on both ends. Runway 10/28 construction completed on December 2007. Runway 8/26 - PAPI currently installed on Runway 8, VASI on Runway 26. Runway 8/26 projects started on January 2008, currently on schedule to be completed in February 2010. Runway 26 - VASI currently out of service due to the Runway 2/26 RESA and Twy "S" extension projects. PAPI will be installed after projects are completed.

OUTSTANDING DEFICIENCIES

GREPECAS/16
WP/15
Appendix B

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ARG Argentina										
AGA 144	SAM Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/BUENOS AYRES/San Fernando Aerodrome	No PAPIs in RWYs 05 y 23, as recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide PAPIs for RWYs 05 y 23 and/or inform the SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Included in the Airport Construction Plan for JUN 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina	JUN/ 2006	
AGA 145	SAM Rescue and Fire Fighting Service (Annex 14, Vol. I, Ch. 9.2 and Doc 8733, Vol. II, FASID)	Argentina/CATARATA S DEL IGUAZU/My. Carlos Eduardo Krause Aerodrome	RFF is currently Category 6. The Regional ANP requires Category 9	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	A	Upgrade the RFF to Category 9, as recommended by the Regional ANP and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Included in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina	DEC/ 2005	
AGA 146	SAM Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/CATARATA S DEL IGUAZU/My. Carlos Eduardo Krause Aerodrome	No PAPIs in RWYs 13 and 31, as recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install PAPIs for RWYs 13 and 31 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Included in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina	DEC/ 2005	
AGA 148	SAM RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/COMODORO RIVADAVIA/General Moscón Aerodrome	RFF is currently Category 6. The Regional ANP requires Category 7	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide category 7, as it is recommended by the Regional ANP and/or inform the ICAO SAM Regional Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled to be implemented in DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina	DEC/ 2005	

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 150 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/COMODORO RIVADAVIA/General Moscón Aerodrome	No precision approach Category I lighting system at RWY 25, as recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system at RWY 25 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: It is scheduled in the Airport Construction Plan for DEC 2007 (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina	DEC/ 2007	
AGA 153 SAM	Physical characteristics (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 3.8)	Argentina/CORDOBA/Ing. Aer. Taravella Aerodrome	There is no TWY parallel to RWY 18, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Construct a parallel TWY to RWY 18 and/or inform to the ICAO SAM Office when it will be built "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina	DEC/ 2006	
AGA 154 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/CORDOBA/Ing. Aer. Taravella Aerodrome	There is no PAPI at RWY 18, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install PAPI at RWY 18 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled to be done in DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina	DEC/ 2005	
AGA 160 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/JUJUY/Gobernador Guzmán Aerodrome	The RFF is currently Category 4. The Regional ANP requires Category 7	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RFF category 7 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: CAT 6, nowadays. It will be CAT 7 in DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	

OUTSTANDING DEFICIENCIES

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

GREPECAS/16
WP/15
Appendix B

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 162 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/JUJUY/Gobernador Guzmán Aerodrome	No PAPI at RWY 15, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install PAPI at RWY 15 and/or inform to ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	
AGA 164 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/MAR DEL PLATA/Gral. B. Colina Aerodrome	The RFF is currently Category 6. The Regional ANP recommends Category 7	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RFF category 7 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2005/2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	
AGA 165 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/MAR DEL PLATA/Gral. B. Colina Aerodrome	No precision approach Category I lighting system at RWY 13, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system at RWY 13 and/or inform the ICAO SAM office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 167 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/MENDOZA/ El Plumerillo Aerodrome	No simple approach lighting system at RWY 18, as recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide simple approach lighting system at RWY 18 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 168 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/MENDOZA/ El Plumerillo Aerodrome	No precision approach Category I lighting system at RWY 36, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category lighting system at RWY 36 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 170 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/NEUQUEN/P residente Perón Aerodrome	The RFF currently is Category 4. The Regional ANP requires Category 7	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RFF Category 7 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Nowadays, CAT 6. Scheduled CAT 7 in the Airport Equipment Plan for DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	
AGA 171 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/NEUQUEN/P residente Perón	No precision approach Category I lighting system at RWY 08, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system at RWY 08 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	
AGA 179 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/RESISTENCIA/Resistencia Aerodrome	The RFF is currently Category 5. The Regional ANP recommends Category 9	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RFF Category 9 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Nowadays, CAT 7. Scheduled CAT 9 in the Airport Equipment Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 180 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/RESISTENCIA/Resistencia Aerodrome	No PAPIs at RWYs 03 and 21, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install PAPIs at RWYs 03 and 21 and inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: RWY 21 scheduled in the Airport Equipment Plan for DEC 2005. RWY 03, Argentina will solicit its elimination from the ANP (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 181 SAM	Physical characteristics (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 3.8)	Argentina/RESISTENCIA/Resistencia Aerodrome	No Parallel TWY to RWY 21, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Construct parallel TWY to RWY 21 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" COMMENTS: Argentina will require to eliminate this requirement from the ANP (AGA/AOP/SG/4, Mexico, 15-18 NOV 04)	Argentina		
AGA 182 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/RESISTENCIA/Resistencia Aerodrome	No precision approach Category I lighting system at RWY 21, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system at RWY 21 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 184 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/RÍO GALLEGOS/Piloto Civil N. Fernández Aerodrome	The RFF is currently Category 7. The Regional ANP recommends Category 9	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RFF Category 9 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Equipments Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 187 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/RÍO GALLEGOS/Piloto Civil N. Fernández Aerodrome	No precision approach Category I lighting system at RWY 25, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system at RWY 25 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Under verification. Scheduled for DEC 2004 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2004	
AGA 196 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/ROSARIO/Rosario Aerodrome	The RFF is currently Category 6. The Regional ANP recommends Category 9	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RFF Category 9 and/or inform the ICAO SAM office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Equipments Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 199 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/ROSARIO/Rosario Aerodrome	No precision approach Category I lighting system at RWY 19, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system at RWY 19 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 201 SAM	RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Argentina/SALTA/Salta Aerodrome	The RFF is currently Category 4. The Regional ANP recommends Category 7	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RFF Category 7 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Nowadays, CAT 6. Scheduled CAT 7 in the Airport Equipment Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 202 SAM	Physical characteristics (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 3.8)	Argentina/SALTA/Salta Aerodrome	No parallel TWY to RWY 01, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Construct parallel TWY to RWY 01 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2007 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2007	
AGA 208 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/SAN CARLOS DE BARILOCHE/San Carlos de Bariloche Aerodrome	No PAPI at RWY 11, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install PAPI at RWY 11 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 209 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/SAN CARLOS DE BARILOCHE/San Carlos de Bariloche Aerodrome	No precision approach Category I lighting system at RWY 11, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system for RWY 11 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: Scheduled for RWY 29 in the Airport Construction Plan for DEC 2005 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2005	
AGA 216 SAM	Visual aids (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 5)	Argentina/USHUAIA/M alvinas Argentinas Aerodrome	No precision approach Category I lighting system at RWY 25, as it is recommended by the Regional ANP	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide precision approach Category I lighting system at RWY 25 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Argentina		

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AGA 221	SAM RFF (Annex 14, Vol. I, Ch. 9.2)	Argentina/BUENOS AYRES/Ezeiza/Min. Pistarini Int'l Airport	The fire station is not well located in relation to both RWYs. The response time obtained during the last exercise was 2'45''	DEC/ 2002	Detected during mission conducted by ICAO Secretariat	B	Relocate fire station in order to reduce the response time to less than 2 min, in order to comply with the ICAO Recommendation 9.2.22 of Annex 14, Vol. I "PENDING ACTION PLAN" ACTION PLAN: Scheduled the construction of a satellite RFF for DEC 2006 (AGA/AOP/SG/4, Mexico, 15-18 NOV 2004)	Argentina	DEC/ 2006	

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

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AIS 178 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Argentina	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	1. # implementation Plan (2006) indicated that relevant action is being taken on the matter. 2. Quality assurance system required is under development.	Indicated States	DEC/ 2010	2008: In the current organization of the AIS Department, implemented in February 2008, the AIS Quality Management Division was created, which first objectives were: 1) implement the AIS procedural manual (completed), 2) develop de AIS quality manual (in process, developed to 10%), and 3) implement the AIS quality management system (in initial planning and conceptual stage).
AIS 219 SAM	CAR-SAM ANP Part VIII (AIS); Para. 65, 66, 67, 68 AND 69. Regional AIS automated system	Argentina	Requirement for implementation of automated system at the AIS services, in agreement with the indicated in the CAR/SAM Air Navigation Plan.		Records SAM Office.	A	1. # Action Plan (2006) indicated that relevant proposed system is under development.	Indicated State	DEC/ 2012	2008: To date, the automation date of aircraft movement table, which data base enables to supervise information on pilots, aircraft and aerodromes as part of the automation required.

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ARG Argentina										
MET 53	SAM Notify the RVR for CAT 1 operations (Annex 3, Part I, Chapter 4, Rec. 4.6.3.2)	Argentina / Aeronautical meteorological stations	The RVR of SAEZ, SACO, SAZM, SARE and SAME have not been implemented.	AUG/ 2006	Plan the acquisition or repairment of the RVR.	A	Installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2007	
MET 76	SAM Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2]	Argentina / Aeronautical meteorological stations	The RVR of SAZS, SARI y SAWH have not been implemented.	AUG/ 2006	Plan the acquisition or repairment of the RVR.	A	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2008	Waiting for the assignment of the corresponding financial resources.
MET 77	SAM Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2]	Argentina / Aeronautical meteorological stations	The RVR of SASA, SAZN SARP have not been implemented.	AUG/ 2006	Plan the acquisition or repairment of the RVR.	A	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2009	Waiting for the assignment of the corresponding financial resources.
MET 78	SAM Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2]	Argentina / Aeronautical meteorological stations	The RVR of SASJ, SAWG, SANT have not been implemented.	AUG/ 2006	Plan the acquisition or repairment of the RVR.	A	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2010	Waiting for the assignment of the corresponding financial resources.
MET 79	SAM Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2]	Argentina / Aeronautical meteorological stations	The RVR of SAWE, SAVC, SARF have not been implemented.	AUG/ 2006	Plan the acquisition or repairment of the RVR.	A	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2011	Waiting for the assignment of the corresponding financial resources.

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1	2	3	4	5	6	7	8	9	10	11
BOL Bolivia										
AGA 37	SAM Obstacles (Annex 14, Vol. I Chap. 4 and Chap.6)	Bolivia, LA PAZ/El Alto	Church towers/buildings without obstacles lighting system	SEP/ 2001	Detected during mission conducted by ICAO Secretariat Planned para March 2003, fax NAV/AER/702/02 from Bolivia	A	Install lighting system on church towers/buildings. ACTION TAKEN: DGAC has presented these requirements to the City Hall of El Alto in order to install the obstacle lighting system.	Bolivia/SABS A	MAR/ 2003	

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BOL Bolivia										
AIS	36 SAM Annex 15; 3.6.1 English language	Bolivia	Requirement to use English for plain language texts in AIS publications		SAM RO Records..	A	Action Plan (2006) AIS staff is under training 20% implemented 15 Jul 2010: Through Note DNA439/MET020/10 DGAC-0-1-1519 information was received regarding date of compliance, December 2011.	Indicated State.		
AIS	46 SAM ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Bolivia	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system.		SAM Office records.	B	Action Plan (2006) 15 Jul 2010: Through Note DNA439/MET020/10 DGAC-0-1-1519 information was received that it will not be published due to lack of data at the IGM.	Indicated State		
AIS	52 SAM Annex 4, 17; Cap. 17.1 VFR aeronautical chart (Scale, 1:500,000)	Bolivia	Need for production of this serie of ICAO chart under the WGS-84 system to satisfy the lack of production of the WAC aeronautical chart.		SAM Office records.	B	Action Plan (2006) 15 Jul 2010: Through Note DNA439/MET020/10 DGAC-0-1-1519 information was received that chart 1:500.000 will not be published.	Indicated State.		
AIS	66 SAM ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Bolivia	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	Action Plan (2006) 20% implemented 15 Jul 2010: Through Note DNA439/MET020/10 DGAC-0-1-1519 information was received that date of compliance is December 2011. To date 90% implemented.	Indicated State		
AIS	96 SAM Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Bolivia	Need for the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		SAM OfficeRecords.	A	Action Plan (2006) 40% implemented 15 Jul 2010: Through Note DNA439/MET020/10 DGAC-0-1-1519 information was received that date of compliance will be December 2010.	Indicated State		

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AIS 108 SAM	ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 26. Pre-flight Information Bulletins (PIB)	Bolivia	Need for effective implementation in the provision of pre-flight bulletins (PIB) in all the designated aerodromes as it is indicated in FASID Table AIS 1; and mainly with respect to the provision of users with an automated system integrating PIB/MET/FPL products.		SAM Office records.	A	Action Plan (2006) 90% implemented 15 Jul 2010: Through Note DNA439/MET020/10 DGAC-0-1-1519 information was received that date of compliance is December 2011.	Indicated State		
AIS 163 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Bolivia	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and ruel are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	I action Plan (2006) working are being carried out on the matter. 15 Jul 2010: Through Note DNA439/MET020/10 DGAC-0-1-1519 information was received that date of compliance is December 2011. To date 10% implemented.	Indicated State		
AIS 179 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Bolivia	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action Plan (2006). 15 Jul 2010: Through Note DNA439/MET020/10 DGAC-0-1-1519 information was received that date of compliance is December 2011.	Indicated States		
AIS 196 SAM	Annex 15, Cap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Bolivia	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action Plan (2006) 80% implemented 15 Jul 2010: Through Note DNA439/MET020/10 DGAC-0-1-1519 information was received that date of compliance is December 2011. To date 90% implemented.	Indicated State		

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AIS 220 SAM	CAR-SAM ANP Part VIII (AIS); Para. 65, 66, 67, 68 AND 69. Regional AIS automated system	Bolivia	Requirement for implementation of automated system at the AIS services, in agreement with the indicated in the CAR/SAM Air Navigation Plan..		Records SAM Office.	A	Action Plan (2006) 10% implemented 15 Jul 2010: Through Note DNA439/MET020/10 DGAC-0-1-1519 information was received that date of compliance is December 2011. To date 10% implemented. 1	Indicated State		
BOL Bolivia										
MET 41 SAM	Notify the RVR for CAT 1 operations [(Annex 3, Chapter 4, para. 4.7.4 a)]	Bolivia / Aeronautical meteorological stations.	RVRs SLCB, SLVR and SLTR have not been implemented or are not operational.	OCT/ 2006	Plan the acquisition or repair of the RVRs.	A		AASANA	2010	
MET 87 SAM	Routine observations and reports (Annex 3, Chap. 8, Standard 4.3.2 a.)	Bolivia / all the aerodromes	Do not prepare MET REPORT.	OCT/ 2006	Standard implementation.	A		AASANA		
MET 88 SAM	Special observations and reports (Annex 3, Chap. 4, Standard 4.4.2 a.).	Bolivia / all the aerodromes	SPECIAL is not prepared.	OCT/ 2006	Standard implementation.	A		AASANA		
MET 89 SAM	Aeronautical Climatological information (Annex 3, Chap. 8, Standard 8.1.1)	Bolivia / all the aerodromes.	Aerodrome climatological tables are not prepared.	OCT/ 2008	Standard implementation.	B		AASANA		

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BRA Brasil										
AGA 137	SAM Visual aids (Annex 14, Vol. I, Chap. 3, 9, Doc 9737 Part 8, Doc 9476, Doc 9157)	Brasil, SAO PAULO/Guarulhos	Apron congested for the type of aircraft proposed	MAY/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	B	Adequate/manage apron for accommodate number of aircraft "PENDING ACTION PLAN" ACTION PLAN: Terminals expansion is underway. The positions will be gradually open until NOV 2005. Expansion of the apron/RWYs/TWYs to be started in DEC 2004 with duration of 30 months (Letter 767/CERNAI-ANA, dated 31 AUG 2004, Of. No. 121/SIE/11975/ DAC, dated 24 AUG 2004 and OF No. 9616/DO-DOGP/2004/INFRAERO, dated 04 AUG 2004	INFRAERO/Brazil	JUN/ 2007	
AGA 470	SAM Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Campo Grande Int'l	ANP requires RFF CAT 8. It is CAT 7	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/01 of its respective Report)	A	Upgrade RFF to CAT 8	BRAZIL/ANAC/INFRAERO		
AGA 471	SAM Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Corumbá Int'l	There is no PAPI for RWY 09	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/02 of its respective Report)	B	Install PAPI for RWY 09	BRAZIL/ANAC/INFRAERO		
AGA 472	SAM Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Afonso Pena Int'l	ANP requires PA3 type for RWY 15. It PA2	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/03 of its respective Report)	B	Upgrade Pista 15 to PA3	BRAZIL/ANAC/INFRAERO		
AGA 473	SAM Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Afonso Pena Int'l	There is no simple approach lighting system for RWY 33	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/04 of its respective Report)	B	Install simple approach lighting system for RWY 33. Activity in progress, instalation expected to be completed by the second semester of 2011.	BRAZIL/ANAC/INFRAERO	DEC/ 2011	
AGA 474	SAM Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRAERO/Pinto Martins Int'l	There is no precision approach lighting system for RWY 13	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/05 of its respective Report)	B	Install precision approach lighting system for RWY 13. Implementation in progress. Installation planning to be completed by the first semester of 2011. Installation itself to be completed by the second semester of 2012.	BRAZIL/ANAC/INFRAERO	DEC/ 2012	

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AGA 475 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRA ERO/Augusto Severo Int1	There is no precision approach lighting system for RWY 16L	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/06 of its respective Report)	B	Install precision approach lighting system for RWY 16L. Implementation in progress. Installation planning to be completed by the first semester of 2011. Installation itself to be completed by the second semester of 2012.	BRAZIL/ANAC/INFRAERO	DEC/ 2012	
AGA 477 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRA ERO/Guararapes Int1	There is no precision approach lighting system for RWY 18	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/08 of its respective Report)	B	Install precision approach lighting system for RWY 18. Actividad in progress. Installation planning to be completed by the first semester of 2011. Installation itself to be completed by the second semester of 2012.	BRAZIL/ANAC/INFRAERO	DEC/ 2012	
AGA 478 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRA ERO/Rio de Janeiro Int1	There is no runway centre line lighting for RWY 15 as required by the ANP	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/09 of its respective Report)	B	Install runway centre line lighting for RWY 15 or request amendment to the ANP	BRAZIL/ANAC/INFRAERO		
AGA 479 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRA ERO/Rio de Janeiro Int1	There is no runway touchdown zone lighting for RWY 15 as required by the ANP	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/10 of its respective Report)	B	Install runway touchdown zone lighting for RWY 15 or request amendment to the ANP	BRAZIL/ANAC/INFRAERO		
AGA 480 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRA ERO/Rio de Janeiro Int1	There is no taxiway centre line lighting for RWY 15 as required the ANP	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/11 of its respective Report)	B	Install taxiway centre line lighting for RWY 15 or request amendment to the ANP	BRAZIL/ANAC/INFRAERO		
AGA 481 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRA ERO/Rio de Janeiro Int1	There is no stop bars to RWY 15 as required by the ANP	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/12 of its respective Report)	B	Install stop bars to RWY 15 or request amendment to the ANP	BRAZIL/ANAC/INFRAERO		
AGA 482 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRA ERO/Deputado Luis Eduardo Magalhaes Int1	There is no precision approach lighting system for RWY 10	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/13 of its respective Report)	B	Install precision approach lighting system for RWY 10. Activity in progress. Installation planning to be completed by July 2010.	BRAZIL/ANAC/INFRAERO		
AGA 483 SAM	Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRA ERO/Santarém Int1	There is no TWY for RWY 10 as required by the ANP	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/14 of its respective Report)	B	Construct TWY for RWY 10	BRAZIL/ANAC/INFRAERO		

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AGA 484	SAM Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRA ERO/Santarém Int 1	There is no precision approach lighting system for RWY 10	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/15 of its respective Report)	B	Install precision approach lighting system for RWY 10. Implementation in progress. Installation planning to be completed by the first semester of 2011.	BRAZIL/ANAC/INFRAERO		
AGA 485	SAM Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRA ERO/Santarém Int 1	There is no taxiway edge lighting for RWY 10	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/16 of its respective Report)	B	Install taxiway edge lighting for RWY 10	BRAZIL/ANAC/INFRAERO		
AGA 486	SAM Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRA ERO/Santarém Int 1	There is no TWY centre line marking for RWY 10	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/17 of its respective Report)	B	Paint TWY centre line marking for RWY 10	BRAZIL/ANAC/INFRAERO		
AGA 487	SAM Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRA ERO/Santarém Int 1	There is no TWY holding position marking for RWY 10	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/18 of its respective Report)	B	Paint TWY holding position marking for RWY 10	BRAZIL/ANAC/INFRAERO		
AGA 488	SAM Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRA ERO/Santarém Int 1	There is no PAPI for RWY 28	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/19 of its respective Report)	B	Install PAPI for RWY 28	BRAZIL/ANAC/INFRAERO		
AGA 489	SAM Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRA ERO/Marechal Cunha Machado Int 1	ANP requires RFF CAT 8. It is CAT 7	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/20 of its respective Report)	B	Update RFF to CAT 8	BRAZIL/ANAC/INFRAERO		
AGA 490	SAM Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRA ERO/Marechal Cunha Machado Int 1	There is no precision approach lighting system for RWY 06	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/21 of its respective Report)	B	Install precision approach lighting system for RWY 06. Activity in progress. Installation planning to be completed by the first semester of 2011.	BRAZIL/ANAC/INFRAERO		
AGA 491	SAM Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRA ERO/Marechal Cunha Machado Int 1	There is no PAPI for RWY 24	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/22 of its respective Report)	B	Install PAPI for RWY 24	BRAZIL/ANAC/INFRAERO		

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BRA Brasil										
AIS 100	SAM ICAO Annex 4, Chapter 7;Par. 7.6.2 Enroute Navigation Charts - ICAO.	Brazil/Brasil	Need to include the Area Minimum Altitude (AMA) in the ICAO Enroute Charts - ICAO .		SAM Office records	A	1. Need to include AMA in ICAO en-route charts. # Action plan is required.	Indicated State		June 24, 2010 Brazil reports that it was making corrective actions to include the Minimum Altitude (AMA) in Area Road Maps - ICAO. End Date: December 2011
AIS 164	SAM Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Brazil	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action Plan 2004. Ongoing	Indicated State		June 24, 2010: Brazil reports that implementing a quality system (QS) as well as of procedures for the assurance and quality control (QA and QC), in the Services AIS / MAP will be completed in December 2013.
AIS 180	SAM ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Brazil	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action Plan (2004). Ongoing	Indicated States		June 24, 2010: Brazil report that plans to finalize the implementation of systems of quality control (QC) for ensuring the integrity of aeronautical information / data published or available and the application of verification by cyclic redundancy check (CRC) in December 2013.

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CHL Chile										
AIS	1 SAM ICAO Annex 15, Chapter 4; [Appendix 1, ENR 6 and AD 2.24]. Restructured AIP AIP English version	Chile	Need to issue the AIP document under a restructured format. [It is required that Enroute chart be included in AIP/ENR 6 section; and that all aeronautical charts related with the international airports, be also included in section AIP/AD 2.24.		SAM Office records.	A	Implementation Plan (2006) AIP English version 25%. 24 Jun 2010: Through Note DGAC-04/3/413/3255 it was informed that the restructured AIP format is applied. Difference published in AIP Vol. I GEN 1.7-13, Chapter 4. AIP 4.1.3 points out: "availability of aeronautical charts in AIP is not applied." Observation: Aeronautical charts are published in AIP Volume II". Aeronautical Information points out "English Version not applicable". ICAO is requested to eliminate this deficiency.	Indicated State		
AIS	17 SAM ICAO Annex 4; Annex 15, Para. 3.6.4.1 and 3.6.4.2. WGS-84.Geodetic System	Chile	Lack of total implementation of the WGS-84 system, mainly concerning requirements as the publication of the geoid undulation as it is required.		SAM RO records.	A	Implementation Plan (2006) Geoid undulation data are not yet issued. 24 Jun 2010: Through Note DGAC-04/3/413/3255 it was informed that geoidal undulation is published only for airports. This difference will be published in Chile AIP on December 2010 (AIRAC).	Indicated State		
AIS	47 SAM ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Chile	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system.		SAM Office records.	B	Action Plan (2006) 24 Jun 2010: Through Note DGAC-04/3/413/3255 it was informed that WGS-84 is not applied in WAC 1:1000.000. This difference will be published in the Chile AIP on December 2010 (AIRAC). The differences with ICAO specifications are minimum. Difference with WGS-84 datum is 0,25 mm in the chart, which is being designed for visual operations. Considered irrelevant	Indicated State.		

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AIS 62	SAM Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Chile	Need for production of this serie of ICAO chart under the WGS-84 system to satisfy the lack of production of the WAC aeronautical chart.		SAM Office records.	B	Action plan (2006) WGS-84 System applied in 30% 24 Jun 2010: Through Note DGAC-04/3/413/3255 it was informed that WGS-84 is not applied in WAC 1:500.000. This difference wil be published in the Chile AIP on December 2010 (AIRAC). The differences with ICAO specifications are minimum. Difference with WGS-84 datum is 0,5 mm in the chart, which is being designed for visual operations. Considered irrelevant	Indicated State.		
AIS 68	SAM ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Chile	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	In action plan (2006) it is indicated that topographic is not shown in this chart, and that difference is indicated. 24 Jun 2010: Through Note DGAC-04/3/413/3255 it was informed that it is not applied in relief. This difference will be published in the Chile AIP on December 2010 (AIRAC).	Indicated State		
AIS 101	SAM ICAO Annex 4, Chapter 7;Par. 7.6.2 Enroute Navigation Charts - ICAO.	Chile	Need to include the Area Minimun Altitude (AMA) in the ICAO Enroute Charts - ICAO .		SAM Office records	A	# It is indicated in action plan (2006) that no AMA data is included in this chart, and that difference will be issued. 24 Jun 2010: Through Note DGAC-04/3/413/3255 it was informed that the difference published in AIP Volume I GEN 1.7-4 Chapter 7, ICAO En-route Air Navigation Chart, 7.6.2 points out: not implemented. The text "not implemented" will be modified by "not applicable". This difference wil be published in the Chile AIP on December 2010 (AIRAC).	Indicated State		

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AIS 131 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Chile	Requirement to effectively satisfy the specification on the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	It is indicated in Action Plan (2006) that difference with respect to the ICAO Annex 4 has been reported. 24 Jun 2010: Through Note DGAC-04/3/413/3255 it was informed that geoid undulation is applied in airports only. This difference will be published in the Chile AIP on December 2010 (AIRAC).	Indicated State		
AIS 152 SAM	Annex 15, Para. 5.2.2.1. Use of English language in NOTAM.	Chile	Need of use of English language for those parts of the NOTAM requiring text in plain language (Appendix 6, 8 Item E).		SAM Office records.	A	The implementation Plan (2006) 25% implemented 24 Jun 2010: Through Note DGAC-04/3/413/3255 it was informed that as expressed in ICAO Annex 15, English language, in preparation of NOTAM regarding international series. This difference will be published in the Chile AIP on December 2010 (AIRAC).	Indicated State		
AIS 154 SAM	Annex 15, Para. 5.2.13.3. NOTAM Summary	Chile	Need to effectively comply with the international distribution of monthly printed plain-language list of NOTAM valid.		SAM Office records.	A	The implementation Plan (2006) Not applicable 24 Jun 2010: Through Note DGAC-04/3/413/3255 it was informed that compliance of international distribution of valid NOTAM printed lists in clear text is not applied. This difference is published in Chile AIP, Volume 1, Gen 1.7-14, Chapter 5, NOTAM 5.2.13.3 "monthly printed list of NOTAM is not applied".	Indicated State		
AIS 181 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Chile	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action Plan 2006. 24 Jun 2010: Through Note DGAC-04/3/413/3255 it was informed that in Volume 1, Gen 1.7-13 Chapter 3, General, 3.2-10 indicates "CRC redundancy not applied".	Indicated States		

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

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

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

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AGA 296 SAM	Airport Services (Annex 14, Vol. I, Ch. 9)	COLOMBIA/SANTAFÉ DE BOGOTÁ/Eldorado	Very large pavement depression observed at, approximately, 120 m from the RWY 13R threshold	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/14 of its respective Report)	A	Develop studies for evaluating the extension of the depression and its amplitud. Identify causes of the depression and possible solutions. Correct the problem "PENDING ACTION PLAN" ACTION PLAN: It will be corrected from 01-27 MAR 2005 (AEROCIVIL 2002-1272, 23 NOV 2004)	COLOMBIA/AEROCIVIL	MAR/ 2005	
AGA 297 SAM	RWY Strip (Annex 14, Vol. I, Ch. 3)	COLOMBIA/SANTAFÉ DE BOGOTÁ/Eldorado	Big Depression near End 13L and other small depressions on RWY strip	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/15 of its respective Report)	B	Level all the RWY strip areas "PENDING ACTION PLAN"	COLOMBIA/AEROCIVIL		
AGA 298 SAM	RWY Strip/Equipment and Installations (Annex 14, Vol. I, Chs. 3 & 8)	COLOMBIA/SANTAFÉ DE BOGOTÁ/Eldorado	There are concrete boxes for cables and rigid bases for PAPIs, approximately 20 cm above the ground level.	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/16 of its respective Report)	A	Correct these problems in order to have the concrete boxes for cables and the rigid bases for PAPIs at the ground level "PENDING ACTION PLAN"	COLOMBIA/AEROCIVIL		
AGA 299 SAM	Emergency Plans (Annex 14, Vol. I, Ch. 8 & Doc 9137-AN/898, Part 7)	COLOMBIA/SANTAFÉ DE BOGOTÁ/Eldorado	The Emergency Operations Centre is not well located. It does not allow a clear view of the movement area and isolated aircraft parking position. Several people in the room can start the phone calls in case of emergency	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/18 of its respective Report)	B	Clearly define who is in charge to trigger the phone calls in the Emergency Operations Centre. A room should be prepared for the COE and only the person on duty, responsible for triggering the phone calls should stay there. The phone number should be big and fixed in front of the operator. A good location should be provided for the COE in order to comply with the ICAO documents requirements "PENDING ACTION PLAN"	COLOMBIA/AEROCIVIL		
AGA 300 SAM	Obstacles (Annex 14, Vol. I, Ch. 4)	COLOMBIA/SANTAFÉ DE BOGOTÁ/Eldorado	There are trees at, approximately, 30 m from the RWY strip edge	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/19 of its respective Report)	B	Require the monitoring and control of the heights of these trees in order to avoid their interference on the inner transitional surface (If necessary, they must be cut and kept at adequate height) "PENDING ACTION PLAN"	COLOMBIA/AEROCIVIL		

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AGA 449	SAM Annex 14, Vol. I, Ch. 5	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int'l Airport	Apron horizontal signaling is faded	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/02 of its respective Report)	A	Repaint apron horizontal signaling	AEROCIVIL/BOGOTA/El Dorado Int'l Airport	2006	
AGA 450	SAM Annex 14, Vol. I, Ch. 5	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int'l Airport	Señalización vertical de las plataformas/pistas/calles de rodaje necesita ser corregida/actualizada	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/03 of its respective Report)	A	Update/Complement/ Install vertical signs in aprons/ taxiways/runways	AEROCIVIL/BOGOTA/El Dorado Int'l Airport	JUL/ 2006	
AGA 451	SAM Annex 14, Vol. I, Ch. 3, Parag. 3.2.4	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int'l Airport	Unevenness between taxiways/runways with shoulders	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/04 of its respective Report)	A	Eliminate unevenness between taxiways /runways and shoulders	AEROCIVIL/BOGOTA/El Dorado Int'l Airport	2006	
AGA 452	SAM Annex 14, Vol. I, Ch. 3, Par. 3.4.3	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int'l Airport	Grass in the runway strips is cut only in the first 75 m from the runway centerline	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/05 of its respective Report)	B	Cut the grass in the entire runway strip (150 m at each side of the runway centerline)	AEROCIVIL/BOGOTA/El Dorado Int'l Airport	2006	
AGA 453	SAM Annex 14, Vol. I, Ch. 9	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int'l Airport	Internal access road need maintenance and construction/ reconstruction in some parts	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/06 of its respective Report)	A	Maintain and construct/ reconstruct internal access road	AEROCIVIL/BOGOTA/El Dorado Int'l Airport	2006	
AGA 457	SAM Annex 14, Vol. I, Ch. 4	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int'l Airport	Trees entering the takeoff/ landing approach surfaces	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/10 of its respective Report)	A	Cut trees	AEROCIVIL/BOGOTA/El Dorado Int'l Airport	MAR/ 2006	
AGA 458	SAM Annex 14, Vol. I, Ch. 3	COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int'l Airport	Rubber built up in excess at touchdown zone of end 13R of RWY 13R/31L	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/11 of its respective Report)	A	Measure friction coefficient and remove excess of rubber built up ACTION PLAN: Submitted to concessionaire (Doc 1010-P-1113.05, 19 Dec 05)	AEROCIVIL/BOGOTA/El Dorado Int'l Airport		
AGA 495	SAM RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Colombia, SAN ANDRES/Sesquicentenario Aerodrome	Rubber contamination on 1st 1000 m of RWY 06. Uneven RWY surface holds numerous large puddles after rain. Poor quality of pavement		IFALPA (ref. EC 2/28)	A	Adopt and implement an airport maintenance programme "PENDING ACTION PLAN"	Colombia		
AGA 496	SAM Visual AIDS (Annex 14, Vol I, Ch 5 & Doc 8733, FASID CAR7SAM - AOP	COLOMBIA/BARRANQUILLA/Ernesto Cortissoz	There is no RWY stripe marking	MAY/ 2003	ICAO Regular Mission (15/16 MAY 2003, Recommended Action AGA/02 of its respective Report).	B	Paint RWY stripe "PENDING ACTION PLAN"	COLOMBIA/AEROCIVIL	MAY/ 2003	

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COL Colombia										
AIS 37	SAM Annex 15; 3.6.1 English language	Colombia	Requirement to use English for plain language texts in AIS publications		SAM RO Records..	A	Action Plan (2006) action is being taken on the matter 40% implemented April 2009: they report 60% implemented	Indicated State.	JUN/ 2009	
AIS 166	SAM Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Colombia	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action Plan 2006. 30% implemented. 60% was implemented through the application of process management system (GP 1000) corresponding to the quality assurance systems.	Indicated State	JAN/ 2010	
AIS 182	SAM ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Colombia	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action Plan (2006) action is being taken on the matter. Rrequirements for aeronautical data integrity are included in RAC-15. Up to 2009 AIS counts with an automated system to manage information.	Indicated States	JAN/ 2012	

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ECU Ecuador										
AGA 126	SAM RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Ecuador, QUITO/Mariscal Sucre	RWY poor braking action	MAY/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	A	Evaluate the causes of poor brake action/Eliminate the cause "PENDING ACTION PLAN"	Ecuador		
AGA 305	SAM Bird Strike (Annex 14, Vol. I, Ch. 9, Enmienda 5)	ECUADOR/DAC	There is no National Bird Strike Committee	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/04 of its respective Report)	A	Create and implement the National Bird Strike Prevention Committee and the Airport Coordinate Committees "PENDING ACTION PLAN" ACTION PLAN: Quito Airport has Airport Coordinating Committee. The National Committee will be implemented in 2006 (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/D AC	2006	
AGA 307	SAM Regional ANP (Doc 8733, FASID CAR/SAM - AOP)	ECUADOR/GUAYAQUIL/Simón Bolívar	There is no precision approach lighting system, Category I for RWY 21	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/06 of its respective Report)	B	Install the precision approach lighting system, Category I for RWY 21 "PENDING ACTION PLAN" ACTION PLAN: There is an operation transition from Guayaquil Foundation and the new concessionaire, TAGSA. DGAC will require the system installation for further aerodrome certification (Doc DGAC-j-025-04, 25 JUN 2004). Airport started studies to construct a tunnel at Benjamin Rosales Ave., which crosses near End 2; the RWY will be extended and visual aids will be implemented in 2007-2008 (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/D AC		
AGA 310	SAM Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	ECUADOR/LATACUNGA/Cotopaxi	There is no PAPI for RWY 36, as indicates the Regional ANP	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/09 of its respective Report)	B	Install the PAPI for RWY 36 "PENDING ACTION PLAN" ACTION PLAN: DGAC will carry out studies and project for implementing the PAPI system in 2004 (Doc DGAC-j-025-04, 25 JUN 2004).	ECUADOR/D AC	2004	

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AGA 312 SAM	Master Planning (Doc 9184-AN/902, Part 1)	ECUADOR/DAC/Manta	Manta Int'l Airport does not have updated Master Plan	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/12 of its respective Report)	B	Develop/Update Manta Int'l Airport Master Plan "PENDING ACTION PLAN"	ECUADOR/D AC		
AGA 317 SAM	TWY Strip/shoulders(Annex 14, Vol. I, Ch. 3 & Doc 9157-AN/901, Part 1)	ECUADOR/DAC/CORPAQ/QUIPORT/Quito/Mariscal Sucre	TWY strip and shoulder, respectively, 30 m and 3.5 m wide. The aerodrome reference code es 4E	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/17 of its respective Report)	B	Extend the TWY shoulder to 10.5 m wide and publish the limitation of the strip width in the AIP-Ecuador "PENDING ACTION PLAN" ACTION PLAN: DGAC asked QUIPORT to enlarge the TWY strip where physical conditions allow it. The physical limitation will be published in the Aerodrome Manual and in the AIP-Ecuador. In addition, a study is underway for using a traffic light system for controlling ground vehicles during wide body aircraft operation like B-767 (Doc DGAC-j-025-04, 25 JUN 2004). Quiport (operator) is working the final details to correct this deficiency until January 2006 (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/D AC/CORPAQ/QUIPORT	JAN/ 2006	
AGA 318 SAM	Physical Characteristics (Annex 14, Vol. I, Ch. 3)	ECUADOR/DAC/CORPAQ/QUIPORT/Quito/Mariscal Sucre	The distance between the TWY centre line and the RWY centreline is 104 m. For aerodrome reference code 4E, the minimum required is 182.5 m	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/18 of its respective Report)	A	DAC should publish this limitation in the AIP-Ecuador "PENDING ACTION PLAN" ACTION PLAN: DGAC will publish this information in the AIP-Ecuador as soon as QUIPORT carry out a physical characteristics study (Doc DGAC-j-025-04, 25 JUN 2004).	ECUADOR/D AC		

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AGA 320	SAM RWY Strip (Annex 14, Vol. I, Ch. 3)	ECUADOR/DAC/CORPAQ/QUIPORT/Quito/Mariscal Sucre	The RWY strip is less than 75 m wide in some areas near End 17	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/20 of its respective Report)	B	DAC should provide the publication of this limitation in the AIP-Ecuador "PENDING ACTION PLAN" ACTION PLAN: DGAC will publish this informaion in the AIP-Ecuador as soon as the operator (QUIPORT) finish the physical characteristics studies (Doc DGAC-j-025-04, 25 JUN 2004).	ECUADOR/DAC	JAN/ 2006	
AGA 322	SAM RESA (Annex 14, Vol. I, Ch. 3)	ECUADOR/DAC/CORPAQ/QUIPORT/Quito/Mariscal Sucre	There are no stopways and RESA at both RWY ends. After the RWY threshold of End 35, tehre is an extention of 167 m of available terrain until the fence	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/22 of its respective Report)	A	DAC should provide the construction of RESA at both RWY ends. The provision of stopway zones is also suggested "PENDING ACTION PLAN" ACTION PLAN: The earth fill and levelling were already started for RWY 17 (Doc DGAC-j-025-04, 25 JUN 2004). Quiport is working to finalize by February 2006 (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/DAC/CORPAQ/QUIPORT	AUG/ 2004	
AGA 326	SAM Bird Hazards (Annex 14, Vol. I, Ch. 9/Amendment 5 & Doc 9137-AN/898, Part 3)	ECUADOR/DAC/GUAYQUIL/Simón Bolívar	There is no National Bird Hazard Committee	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/26 of its respective Report)	A	DAC should create a National Bird Hazard Committee "PENDING ACTION PLAN" ACTION PLAN: The Committee will be implemented in JAN 06 (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/DAC	JAN/ 2006	
AGA 329	SAM Bird Hazards (Annex 14, Vol. I, Ch. 9, Doc 9137-AN/898, Part 3 & Doc 9184-AN/902, Part 1)	ECUADOR/GUAYQUIL/Simón Bolívar	Some solid residues are delivered to the network of the served water of Guayaquil.	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/29 of its respective Report)	B	Implement adecuate process for collect the solid residues of the airport "PENDING ACTION PLAN" ACTION PLAN: New terminal with these facilities will start working in 27 JUL 06 (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/GUAYQUIL	JUL/ 2006	

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AGA 330 SAM	Emergency (Annex 14, Vol. I, Ch. 9)	ECUADOR/GUAYAQUIL/Simón Bolívar	No disabled aircraft removal plan	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/31 of its respective Report)	B	DAC should develop/implement a disabled aircraft removal plan "PENDING ACTION PLAN" ACTION PLAN: Agreement in process with local company (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/DAC	JUL/ 2006	
AGA 331 SAM	TWY Strip (Annex 14, Vol. I, Ch. 3)	ECUADOR/DAC/GUAYAQUIL/Simón Bolívar	There are two open drainage canals parallel to the parallel TWY to End 21, located respectively 14 m and 27 m from the edge of the TWY shoulder. The aerodrome reference code is 4E. There is water accumulated in these canals as well as in two concrete tubes that cross under the TWYs due to soil accumulated on their bottom. Birds are attracted and many of them fly over the RWY birds	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Actions AGA/32 and AGA/33 of its respective Report)	B	Clean the drainage systems, close canals or relocate them out of the TWY strip. Develop/adopt procedures for maintaining the birds out of the airport "PENDING ACTION PLAN"	ECUADOR/DAC		
AGA 336 SAM	Emergency Access Road/Maintenance (Annex 14, Vol. I, Ch. 3, 8 & 9 & Doc 9137-AN/898, Part 8)	ECUADOR/DAC/GUAYAQUIL/Simón Bolívar	The emergency access road is in bad conditions and it is located 20 m from the RWY edges in some areas of the aerodrome (RWY right side, direction End 03 to End 21)	MAY/ 2003	ICAO Regular Mission (12-14 May 2003, Recommended Action AGA/38 of its respective Report)	B	Relocate and improve emergency access road "PENDING ACTION PLAN" ACTION PLAN: Construction is underway by the operator (Doc DGAC-k3-O-05-1237, 05 DEC 2005).	ECUADOR/DAC	MAY/ 2006	
AGA 339 SAM	TWY Shoulders (Annex 14, Vol. I, Ch. 3)	ECUADOR/DAC/GUAYAQUIL/Simón Bolívar	The TWY shoulder is only 7 m wide. The aerodrome reference code is 4E	MAY/ 2003	ICAO Regular Mission (12-14 MAY 2003, Recommended Action AGA/41 of its respective Report)	B	Extend the TWY shoulders to 10.5 m wide "PENDING ACTION PLAN"	ECUADOR/DAC		

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1	2	3	4	5	6	7	8	9	10	11
ECU Ecuador										
AIS 49	SAM ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Ecuador	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system.		SAM Office records.	B	Action plan 2006. Only the VFR chart (Scale, 1:500,000) is produced to cover the national territory and jurisdictional waters. WAC, 50% implemented	Indicated State.		
AIS 133	SAM Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Ecuador	Requirement to effectively satisfy the specification on the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	Action plan 2006 80% implemented	Indicated State		
AIS 135	SAM ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrument Approach Charts - OACI.	Ecuador	Need to include the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of instrument approach charts - OACI.		Records SAM Office.	A	Action plan 2006 90% implemented	Indicated State		
AIS 156	SAM Annex 15, Para. 5.2.2.1. Use of English language in NOTAM.	Ecuador	Need of use of English language for those parts of the NOTAM requiring text in plain language (Appendix 6, 8 Item E).		SAM Office records.	A	Action Plan 2006. 50% implemented.	Indicated State		
AIS 167	SAM Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Ecuador	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rullas are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action plan 2006 30% implemented	Indicated State		

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1	2	3	4	5	6	7	8	9	10	11
AIS 183 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Ecuador	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action plan 2006.	Indicated States		
AIS 198 SAM	Annex 15, Cap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Ecuador	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action plan 2006. 30% implemented.	Indicated State		
AIS 232 SAM	Annex 15; 3.6.1 English language	Ecuador	Requirement to use English for plain language texts in AIS publications		SAM RO Records..	A	Action plan 2005. 50% implemented.	Indicated State.		
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		
ECU Ecuador										
MET 84 SAM	Observations and routine reports (annex 3, Part I, Chap. 4, Standard 4.3.2 a)	Ecuador, aerodrome meteorological Offices.	The standard has not been implemented.	MAY/ 2007	Update personnel and implement the standard.	A		DGCA		
MET 85 SAM	Observations and routine reports (annex 3, Part I, Chap. 4, Standard 4.4.2 a)	Ecuador, aerodrome meteorological Offices.	The standard has not been implemented.	MAY/ 2007	Update personnel and implement the standard.	A		DGCA		

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
GUY Guyana										
AGA 244 SAM	Bird Hazard (Annex 14, Vol. I, Ch. 9.5 and Doc 9137-AN/898)	Guyana/All international aerodromes	There is no National Bird Strike Committee	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Establish a National Committee on Prevention of Bird Hazards "PENDING ACTION PLAN" (Doc GCAA-ICAO/5/312, 20 FEB 2004) ACTION PLAN: Bird Strike Committee to be formulated by SEP 2004 (Doc ICAO/5/3/1, 22 JUN 2004). ACTION PLAN: Bird Strike Committee to be formulated by DEC 2011 (Doc ICAO/5/3/1, 22 JUN 2004)	Guyana	DEC/ 2011	
AGA 247 SAM	Visual aids (Doc 8733, Vol. II, FASID)	Guyana/TIMEHRI/Chedi Jagan Int'l Airport	No precision approach Category I lighting system at RWY 06, as it is recommended by the Regional ANP	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install precision approach Category I lighting system at RWY 06 and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" INFORMATION: CAA says: "Extremely difficult, if not impossible, to install facility due to ravine and swamp in the approach area" (Doc ICAO/5/3/1, 22 JUN 2004)	Guyana	AUG/ 2005	CAA informs: "Extremely difficult, if not impossible, to install approach lighting for RWY 06 due to ravine and swamp in the approach area (Doc ICAO/5/3/1, 22 JUN 2004)
AGA 256 SAM	Airport development (Doc 9184-AN/902, Part 1)	Guyana/TIMEHRI/Chedi Jagan Int'l Airport	The airport does not have updated master plan. The preliminary master plan was developed in 1993	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Update master plan and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN" ACTION PLAN: The CJIA will take steps to commence the process for acquiring the services of a suitable consultant to prepare an updated Master Plan (Doc GCAA-ICAO/5/312, 20 FEB 2004). Need for Master Plan under review by Government (Doc ICAO/5/3/1, 22 JUN 2004)	Guyana	DEC/ 2004	

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1	2	3	4	5	6	7	8	9	10	11
GUY Guyana										
AIS	54 SAM Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Guyana	Need for production of this series of ICAO chart under the WGS-84 system to satisfy the lack of production of the WAC aeronautical chart.		SAM Office records.	B	Action plan (2004) required actions should be taken.	Indicated State.		
AIS	70 SAM ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Guyana	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	Action plan (2004. 50% implemented.	Indicated State		
AIS	105 SAM ICAO Annex 4, Chapter 7;Par. 7.6.2 Enroute Navigation Charts - ICAO.	Guyana	Need to produce and include in the AIP the Enroute Charts - ICAO, also including the required Area Minimum Altitude (AMA) in such serie of charts.		SAM Office records	A	Action plan 2004. 50% implemented.	Indicated State		
AIS	127 SAM Annex 15, Chap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Guyana	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action Plan 2004 90% implemented.	Indicated State		
AIS	134 SAM Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Guyana	Requirement to effectively satisfy the specification on the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	Action Plan 2004 50% implemented.	Indicated State		
AIS	169 SAM Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Guyana	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prapared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action plan 2004 action should be taken as required	Indicated State		

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1	2	3	4	5	6	7	8	9	10	11
AIS 185 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Guyana	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action plan 2004 action should be taken as required	Indicated States		
AIS 212 SAM	ANP Para. 11, 16, 17, 18 AND 19 Training of AIS personel.	Guyana	Need for an effective level of training of the AIS personel according to the stated by the CAR/SAM Air Navigation Plan, Part VIII (AIS/MAP), in agreement with a regular quality assurance program; and granted the AIS staff with a corresponding certificate of competence equal to an AIS licence.		Records SAM Office.	A	Action Plan 2004 70% implemented.	Indicated State		
AIS 225 SAM	CAR-SAM ANP Part VIII (AIS); Para. 65, 66, 67, 68 AND 69. Regional AIS automated system	Guyana	Requirement for implementation of automated system at the AIS services, in agreement with the indicated in the CAR/SAM Air Navigation Plan..		Records SAM Office.	A	Action Plan 2004 20% implemented.	Indicated State		

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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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1	2	3	4	5	6	7	8	9	10	11
GUY Guyana										
MET 17	SAM Exchange of OPMET information (FASID CAR/SAM para. 35 to 39)	Guyana / Aeronautical meteorological stations and meteorological watch offices (MWO) of Georgetown	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.	NOV/ 2006	Follow-up CAR/SAM FASID Tables MET 2A and MET 2B.	A		Hydromet Service		
MET 44	SAM Report the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Recommendation 4.7.4 a)]	Guyana / Georgetown aeronautical meteorological station	RVRs SYCJ is not operational.	NOV/ 2006	Plan the repairment of the RVR	A		Hydromet Service		
MET 61	SAM Requirements for communications, Annex 3, Chap. 11, Standard 11.1.1	Guyana, COM uit		NOV/ 2006	Suitable communications facilities shall be made available to permit MET offices to supply the required MET information to ATS units.	A	Project proposal for new equipment includes Automated Weather System. This will fulfill this task when it becomes available. It is envisaged that once the project is approved, the deficiency will no longer exist.	Hydromet Service		
MET 93	SAM Routine observations and reports (Annex 3, Chap. 8, Standard 4.3.2 a.)	Guyana/Timehri Meteorological Office	MET Reports are not prepared.	DEC/ 2008	Implement the standard	A		Hydromet Service	JUL/ 2009	
MET 94	SAM Special observations and reports (Annex 3, Chap. 4, Standard 4.4.2 a.).	Guyana/Timehri Meteorological Office	SPECIAL is not prepared	DEC/ 2008	Implement the standard.	A		Hydromet Service	JUL/ 2009	
MET 95	SAM Aeronautical Climatological information (Annex 3, Chap. 8, Standard 8.1.1)	Guyana/Timehri Meteorological Office	Aerodrome climatological tables are not prepared.	DEC/ 2008	Implement the standard.	B		Hydromet Service	JUL/ 2009	

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1	2	3	4	5	6	7	8	9	10	11
PAN Panama										
AGA 16	SAM RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Panama, PANAMA/Tocumen Aerodrome	Poor braking action at RWY 03L/31L		IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997 Fax letter DAC-1039-NA from Panama	A	Evaluate the causes of poor brake action/Eliminate the cause. ACTION TAKEN: Coordination for one project to eliminate the cracks of the runway 13R/21L and pavement surface improvement (US\$ 300,000.00 costs) and another one to rehabilitate runway 13L/21R (US\$ 300,000,000.00 costs)	Panama	2004	
AGA 340	SAM Emergency Plans (Annex 14, Vol. I, Ch. 9 & Doc 9137-AN/898, Part 7)	PANAMA/DGAC	With exception of Tocumen Int'l Airport, the others do not have updated emergency plan	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/01 of its respective Report)	A	Update the emergency plans for the int'l airports "PENDING ACTION PLAN" ACTION PLAN: Tocumen has elaborated new Emergency Plan (FEB 2004). It will be delivered on 30 JUN 2004. Partial exercise planned for 02 APR 2004 (Doc 134/PAN/03/902).	PANAMA/DG AC		
AGA 341	SAM RFF (Annex 14, Vol. I, Ch. 9)	PANAMA/DGAC/BOC AS DEL TORO/Bocas del Toro	The airport does not have RFF services. The Regional ANP recommends RFF Category 5	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/02 of its respective Report)	A	Provide the RFF services for this airport "PENDING ACTION PLAN"	PANAMA/DG AC		
AGA 342	SAM Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/BOC A DEL TORO/Boca del Toro	There is no PAPI for both Ends (RWY 08/25)	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/04 of its respective Report)	B	Install the PAPIs as it recommends the Regional ANP "PENDING ACTION PLAN"	PANAMA/DG AC		
AGA 343	SAM RFF (Annex 14, Vol. I, Ch. 9 & Doc 9733, FASID CAR/SAM - AOP)	PANAMA/DGAC/CHA NGUINOLA/Cap. Manuel Niño	The airport does not have RFF services. The Regional ANP recommends RFF Category 5	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/05 of its respective Report)	A	Provide RFF Category 5 according to the Regional ANP "PENDING ACTION PLAN"	PANAMA/DG AC		
AGA 344	SAM Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/CHA NQUINOLA/Cap. Manuel Niño	There is no PAPI for RWY 03 as it recommends the Regional ANP	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/07 of its respective Report)	B	Install the PAPI for RWY 03, as recommended by the Regional ANP "PENDING ACTION PLAN"	PANAMA/DG AC		

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AGA 345 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/CHA NGUINOLA/Cap. Manuel Niño	The RWY marking aids need to be repainted	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/08 of its respective Report)	A	Repaint the RWY marking aids "PENDING ACTION PLAN"	PANAMA/DG AC	DEC/ 2003	
AGA 346 SAM	RFF (Annex 14, Vol. I, Ch. 9 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/DAVID/Enrique Malek	The airport does not have RFF services. The Regional ANP recommends RFF Category 5	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/09 of its respective Report)	A	Provide RFF services Category 5 for this airport according to the Regional ANP "PENDING ACTION PLAN"	PANAMA/DG AC		
AGA 348 SAM	ANP (Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/Tocumen	According to the Regional ANP, RWY 21L should be NPA type and it should have simple approach lighting system. Currently, the RWY is NINST and it does not have simple approach lighting system	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/13 of its respective Report)	B	Provide NPA type RWY and simple approach lighting system for RWY 21L according to the Regional ANP "PENDING ACTION PLAN" ACTION PLAN: 400 m expansion of RWY 04D scheduled for JUN 2005. Installation of Simple Approach Lighting System scheduled for JAN 2006, RWY 21 (Doc 134/PAN/03/902)	PANAMA/DG AC	JAN/ 2006	
AGA 349 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/Tocumen	There is no PAPI for RWY 21L, as it recommends the Regional ANP	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/14 of its respective Report)	B	Install PAPI for RWY 21L, according to the recommendation of the Regional ANP "PENDING ACTION PLAN" ACTION PLAN: Scheduled to be installed in JUN 2004 (Doc 134/PAN/03/902).	PANAMA/DG AC	JUN/ 2004	
AGA 350 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM - AOP)	PANAMA/DGAC/Tocumen	There is no PAPI for RWY 21R, as it recommends the Regional ANP	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/16 of its respective Report)	B	Install PAPI for RWY 21R, according to the recommendation of the ANP "PENDING ACTION PLAN" ACTION PLAN: To be installed in 2006 (Doc 134/PAN/03/902).	PANAMA/DG AC	2006	

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1	2	3	4	5	6	7	8	9	10	11
AGA 351 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5 & Doc 8733, FASID CAR/SAM -AOP)	PANAMA/DGAC/Tocumen	There is no RWY side stripe marking, as it recommends the Regional ANP	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/17 of its respective Report)	B	Paint the RWY side stripe marking according to the recommendation of the Regional ANP "PENDING ACTION PLAN" ACTION PLAN: A new AC layer will be constructed in 2004 (Doc 134/PAN/03/902).	PANAMA/DG AC	2004	
AGA 352 SAM	Master Planning (Doc 9184-AN/902, Part 1)	PANAMA/DGAC	The master plans for Colon Airport and Tocumen Int'l Airport are, respectively, updated and non-updated. The other airports do not have master plans	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/18 of its respective Report)	B	Update the Master Plan of Tocumen Int'l Airport. Develop master plans for the other airports "PENDING ACTION PLAN" ACTION PLAN: Tocumen S.A. solicited ICAO to contract IATA for developing a Master Plan. In contracting process. Delivery scheduled for MAR 2005 (Doc 134/PAN/03/902).	PANAMA/DG AC	MAR/ 2005	
AGA 353 SAM	Emergency (Annex 14, Vol. I, Ch. 9)	PANAMA/DGAC	There are no plans for removal of disabled aircraft at the airports. For Tocumen, the disabled aircraft removal plan is under the airlines responsibility	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/19 of its respective Report)	B	Develop disabled aircraft removal plans for the international airports "PENDING ACTION PLAN" ACTION PLAN: Tocumen S.A. has initiated alternative studies for the solution of aircraft removal plan, Tocumen will have an aircraft removal plan in JUL 2004 (Doc 134/PAN/03/902).	PANAMA/DG AC	JUL/ 2004	
AGA 354 SAM	FOD/Mantenimiento (Annex 14, Vol. I, Ch. 9 & Doc 9137-AN/898, Parts 8 & 9)	PANAMA/DGAC	There are no mechanical sweepers at the international airports and no special attention is given to FOD	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/21 of its respective Report)	A	Comply with the ICAO recommendations in terms of daily inspections, cleaning the surfaces, etc "PENDING ACTION PLAN"	PANAMA/DG AC		
AGA 355 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5)	PANAMA/DGAC/Tocumen	The marking aids of RWY 03L/21R are faded	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/22 of its respective Report)	A	Provide the painting of the RWY marking aids "PENDING ACTION PLAN" ACTION PLAN: Touchdown zone painted. General painting in the rehabilitation project. Starts in JUN 2004, ends MAY 2005 (Doc 134/PAN/03/902).	PANAMA/DG AC	MAY/ 2005	

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1	2	3	4	5	6	7	8	9	10	11
AGA 356 SAM	Obstacles (Annex 14, Vol. I, Ch. 4 & 8)	PANAMA/DGAC/Tocumen	There is an open drainage canal, approximately, 150 m beyond the threshold of End 03L. This canal is dangerous for any aircraft that is landing or taking off (overrunning the RWY)	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/23 of its respective Report)	B	Provide a covering for the canal or its relocation outside the RWY operational area "PENDING ACTION PLAN" ACTION PLAN: Covering will be started in JUN 2004, ends FEB 2005 (Doc 134/PAN/03/902).	PANAMA/DG AC	FEB/ 2005	
AGA 357 SAM	RWY Strip/Bird Harzards (Annex 14, Vol. I, Ch. 3 & 9, Amendment 5 to Annex 14)	PANAMA/DGAC/Tocumen	There is a depression near End 03/R and other parts of the RWY strip are also unlevelled. The grass is as high as 1.5 m in some areas. This is a good environment for birds	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/24 of its respective Report)	A	Level the RWY strip. Maintain the gras at adequate height "PENDING ACTION PLAN" ACTION PLAN: Levelling of the RWY strip is included in a project to be started in JUN 2004 and finished in FEB 2005. Gras was cut. New equipment for cutting grass will be bought until DEC 2004 (Doc 134/PAN/03/902).	PANAMA/DG AC	FEB/ 2005	
AGA 358 SAM	Drainage (Annex 14, Vol. I, Ch. 9 & Doc 9137-AN/898, Part 9)	PANAMA/DGAC/Tocumen	There is a drainage canal in the RWY strip and the drainage system needs better maintenance	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/25 of its respective Report)	B	Clean and maintain the drainage system, keeping it free of accumulated water "PENDING ACTION PLAN" ACTION PLAN: The cleaning and maintenance of the drainage system will be done from JUN 2004 to FEB 2005 (Doc 134/PAN/03/902).	PANAMA/DG AC	FEB/ 2005	
AGA 359 SAM	Obstacles (Annex 14, Vol. I, Ch. 3 & 8)	PANAMA/DGAC/Tocumen	There is an installation (small construction) on the RWY strip, which is frangible but its base is rigid and it is approximately 30 cm high. In addition, the antenna towers are not frangible. The same problem occurs with the ILS localizer, which is frangible but its base is rigid and approximately 30 cm high	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/26 of its respective Report)	B	Correct these problems, lowering down the rigid bases up to the terrain surface and transform the rigid structures in frangible structures. "PENDING ACTION PLAN" ACTION PLAN: Included in the PROJECT 3. Starts in JUN 2004, ends FEB 2005 (Doc 134/PAN/03/902).	PANAMA/DG AC	FEB/ 2005	

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AGA 360	SAM RESA (Annex 14, Vol. I, Ch. 3)	PANAMA/DGAC/Tocumen	RWY 21L has stop way zone and 260 m of unlevelled terrain that can work as RESA	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/27 of its respective Report)	B	Level the area beyond the stop way for working as RESA "PENDING ACTION PLAN" ACTION PLAN: Included in Project 3. Starts in JUN 2004, ends FEB 2005 (Doc 134/PAN/03/902).	PANAMA/DG AC	FEB/ 2005	
AGA 361	SAM Emmergency Access Road (Annex 14, Vol. I, Ch. 3, 8 & 9)	PANAMA/DGAC/Tocumen	There are no emmergency access roads. This aspec becomes very important and dangerous because there is no way to arrive at the approaches areas of both RWY Ends	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/28 of its respective Report)	A	Construct emergency access roads "PENDING ACTION PLAN" ACTION PLAN: Included in Project 3. Starts in JUN 2004, ends FEB 2005 (Doc 134/PAN/03/902).	PANAMA/DG AC	FEB/ 2005	
AGA 362	SAM TWY Strip (Annex 14, Vol. I, Ch. 3 & Doc 9157-AN/901, Part 2)	PANAMA/DGAC	The TWY shoulders are 5 m wide. The aerodrome reference code is 4E	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recomendated Action AGA/29 of its respective Report)	B	Enlarge the TWY shoulders to 10.5 m wide "PENDING ACTION PLAN" ACTION PLAN: Included in the Project 3. Starts JUN 2004, ends FEB 2005 (Doc 134/PAN/03/902).	PANAMA/DG AC	FEB/ 2005	
AGA 363	SAM Visual Aids (Annex 14, Vol. I, Ch. 5)	PANAMA/DGAC/Tocumen	There are some markings on the RWY surface in yellow colour and not in accordance to ICAO SARPs	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/30 of its respective Report)	A	Paint the RWY surface markings according to Chapter 5 of Annex 14, Volume I "PENDING ACTION PLAN" ACTION PLAN: Changed marking color from yellow to white for RWY 03R/21L in FEB 2004. RWY 03L/21R painting was requested (Doc 134/PAN/03/902).	PANAMA/DG AC	AUG/ 2005	

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1	2	3	4	5	6	7	8	9	10	11
AGA 364	SAM Emergency/COE (Annex 14, Vol. I, Ch. 9)	PANAMA/DGAC/Tocumen	The airport operations centre (COE) is not well located because it does not provide a clear view of the movement area and isolated aircraft parking position. Several people, in one room, can trigger the phone calls in case of emergency	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/31 of its respective Report)	A	Clearly define who is in charge to trigger the phone calls in the Emergency Operations Centre. A room should be prepared for the COE and only the person on duty, responsible for triggering the phone calls in case of emergency, should stay there. The telephone numbers should be exposed in big numbers, in order of priority, in front of the operator. Good location should be provided for the COE "PENDING ACTION PLAN" ACTION PLAN: Tocumen's personnel visited Santiago and Quito for knowing their installations. Design for constructing of new installations for COE. Starts in JUN 2004, ends DEC 2005 (Doc 134/PAN/03/902).	PANAMA/DGAC	DEC/ 2005	
AGA 369	SAM FOD/Bird Hazards (Annex 14, Vol. I, Ch. 9, Amendment 5 to Annex 14 & Doc 9137-AN/898, Parts 8 & 9)	PANAMA/DGAC/Tocumen	FOD was found at the aprons surface, such as: papers, plastic, metals, coarse and fine aggregates, etc. In addition, birds were getting food (rest of food from the aircraft) from the deposits of FOD	MAY/ 2003	ICAO Regular Mission (19-20 MAY 2003, Recommended Action AGA/36 of its respective Report)	A	Maintain the pavement surfaces free of FOD, carrying out daily inspections according to ICAO recommendations. Rests of food should not be kept in the deposits, which should be covered "PENDING ACTION PLAN" ACTION PLAN: Budget for acquisition of a mechanical sweeper and new recipients with covering for rest of food was approved. Scheduled for AUG 2004 (Doc 134/PAN/03/902).	PANAMA/DGAC	AUG/ 2004	
AGA 463	SAM Annex 14, Vol. I, Ch. 9	PANAMA/DGAC	The National Bird/Wildlife Hazard Prevention Committee is not active	APR/ 2006	ICAO regular mission (26-28/APR/06, New Recommended Action AGA/02 of its respective Report)	A	Reactivate the National Bird/Wildlife Hazard Prevention Committee	PANAMA/DGAC		

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AGA 464 SAM Doc 8733, Vol. II, FASID		PANAMA/DGAC/BOC AS DEL TORO	ANP requires ATR 72 as critical aircraft; 21 ton maximum load. Only small aircraft are allowed to operate with maximum load of 26,499 lb	MAY/ 2003	ICAO regular mission (19-20 MAY/03, Recommended Action AGA/03 of its respective Report)	B	Officially solicit the SAM Office to update the ANP	PANAMA/DG AC		
AGA 465 SAM Doc 8733, Vol. II, FASID		PANAMA/DGAC/CHA NGUINOLA	ANP requires ATR 72 as critical aircraft; 21 ton maximum load. Only small aircraft are allowed to operate with maximum load of 47,740 lb	MAY/ 2003	ICAO regular mission (19-20 MAY/03, Recommended Action AGA/06 of its respective Report)	B	Officially solicit the SAM Office to update the ANP	PANAMA/DG AC/CHANGU INOLA		
AGA 466 SAM Doc 8733, Vol. II, FASID		PANAMA/DGAC/DAVID/Enrique Malek	ANP requires reference code 3C; Rwy is 2050 m long; 21 ton maximum load; critical aircraft: ATR72. Rwy is 2100 m long and allowable load is 209,625 lb	MAY/ 2003	ICAO regular mission (19-20 MAY/03, Recommended Action AGA/10 of its respective Report)	B	Officially solicit the SAM Office to update the ANP	PANAMA/DG AC/DAVID/Enrique Malek		
AGA 467 SAM Doc 8733, Vol. II, FASID		PANAMA/DGAC/Marcos A. Gelabert	ANP requires Rwy 1790 long; without parallel Twy to End 18; edge twy lights. Rwy is 1800 m long; there is parallel twy to End 18 and lights at twys intersections.	MAY/ 2003	ICAO regular mission (19-20 MAY/03, Recommended Action AGA/11 of its respective Report)	B	Officially solicit the SAM Office to update the ANP	PANAMA/DG AC/Marcos A. Gelabert		
AGA 468 SAM Doc 8733, Vol. II, FASID		PANAMA/DGAC/TOCUMEN S.A.	ANP requires rwy 03L/21R 2600 m long. It is 2682 m long	MAY/ 2003	ICAO regular mission (19-20 MAY/03, Recommended Action AGA/15 of its respective Report)	B	Officially solicit the SAM Office to update the ANP	PANAMA/DG AC/TOCUMEN S.A.		
AGA 469 SAM Annex 14, Vol. I, Ch. 8		PANAMA/DGAC	The int'l airports have perimeter fences but they are unprotected against vandalism	MAY/ 2003	ICAO regular mission (19-20 MAY/03, Recommended Action AGA/20 of its respective Report)	A	Provide perimeter fences and respective protection against vandalism for int'l airports	PANAMA/DG AC		

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PAN Panama										
AIS	41 SAM ANNEX 15 , Chap. 8; Doc 8733 ANP, Par. 20; FASID,Table AIS-1 Implementation of required AIS aerodrome units.	Panama	Need for effective implementation of AIS aerodrome units (David, Bocas del Toro and Changuinola) as required by the FASID,Table AIS-1.		Records SAM Office.	A	Action Plan (2006).	Indicated State.		
AIS	50 SAM ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Panama	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system.		SAM Office records.	B	Action plan 2006 VFR aeronautical chart (Scale, 1:500,000) is produced to cover the national territory and jurisdictional waters.	Indicated State.		
AIS	71 SAM ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Panama	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	# Implementation Plan (2002) indicated that relevant action is being taken on the matter.	Indicated State		
AIS	77 SAM ICAO Annex 4, Chapter 3. Aerodrome Obstacle Chart - ICAO, Type A.	Panama	Need for effective production of Aerodrome Obstacle Chart - ICAO, Type A., concerning the following airport: Marcos Gelabert, Enrique Malek y Bocas del Toro..		SAM Office records.	A	Action plan 2006 Will be completed during 2007.	Indicated State		
AIS	137 SAM ICAO Annex 4, Chapter 7;Par. 7.6.2 Enroute Navigation Charts - ICAO.	Panama	Need to produce and include in the AIP the Enroute Charts - ICAO, also including the required Area Minimum Altitude (AMA) in such serie of charts.		Records SAM Office.	A	Action plan (2006) Action is being taken.	Indicated State		

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AIS 170 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Panama	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action plan 2006 Action is being taken.	Indicated State		
AIS 186 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Panama	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action plan 2006 Action is being taken.	Indicated States		
AIS 199 SAM	Annex 15, Cap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Panama	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action Plan (2006) During 2007.	Indicated State		
AIS 213 SAM	ANP Para. 11, 16, 17, 18 AND 19 Training of AIS personel.	Panama	Need for an effective level of training of the AIS personel according to the stated by the CAR/SAM Air Navigation Plan, Part VIII (AIS/MAP), in agreement with a regular quality assurance program; and granted the AIS staff with a corresponding certificate of competence equal to an AIS licence.		Records SAM Office.	A	Action plan 2006 During 2006 - 2007	Indicated State		
AIS 226 SAM	CAR-SAM ANP Part VIII (AIS); Para. 65, 66, 67, 68 AND 69. Regional AIS automated system	Panama	Requirement for implementation of automated system at the AIS services, in agreement with the indicated in the CAR/SAM Air Navigation Plan..		Records SAM Office.	A	Action Plan (2006) Ongoing	Indicated State		

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PER Peru										
AGA 379	SAM Doc 8733, FASID CAR/SAM – AOP	PERU/DGAC/LAP/Jorge Chávez	No simple approach lighting system for RWY 33	MAY/ 2004	ICAO regular mission (17-18 MAY 2004, Recommended Action AGA/10 of its respective Report)	B	Install simple approach lighting system for RWY 33 "PENDING ACTION PLAN"	LAP	JAN/ 0	
AGA 380	SAM Doc 8733, FASID CAR/SAM – AOP	PERU/DGAC/CORPAC /Pisco	RFF CAT 7	MAY/ 2004	ICAO regular mission (17-18 MAY 2004, Recommended Action AGA/11 of its respective Report)	A	Upgrade RFF to CAT 9 "PENDING ACTION PLAN"	DGAC/CORP AC		
AGA 381	SAM Doc 8733, FASID CAR/SAM – AOP	PERU/DGAC/CORPAC /Pisco	No PAPI for RWY 04	MAY/ 2004	ICAO regular mission (17-18 MAY 2004, Recommended Action AGA/13 of its respective Report)	B	Install PAPI for RWY 04 "PENDING ACTION PLAN"	DGAC/CORP AC	JAN/ 0	

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PER Peru										
AIS 12	SAM ICAO Annex 15, Para. 3.4.4. 1 y 3.4.4. 2. WGS-84.Geodetic System	Peru	Need to complete the implementation of the WGS-84 system, mainly with respect to the survey of all required obstacles data, effective coordination on the geographical coordinates at the boundaries of common FIRs and the publication of the geoid undulation as required. a) Obstacle data: In 2008 de upating of obstacle data and geographical coordinates will be re-initiated. Termination date 2009. b) Geographical coordinates of transference points in the FIR boundaries and adjacent FIRs have been coordinated and completed in 2006. c) geoid undulation: no plans at short term.	JAN/ 2008	SAM RO Records 01 July 2010: Peru reports that to date has met the 90% of the plan of action plan expected.	A	Action Plan (2006) 90% implemented	Indicated State	2009	
AIS 39	SAM Annex 15; 3.6.1 English language	Peru	Requirement to use English for AIP.	JUL/ 2008	SAM RO Records..	A	Action Plan (2006) 15% implemented.	Indicated State.	DEC/ 2009	
AIS 42	SAM ANNEX 15 , Chap. 8; Doc 8733 ANP, Par. 20; FASID,Table AIS-1 Implementation of required AIS aerodrome units	Peru	Need for effective implementation of AIS aerodrome units (Pisco) as required by the FASID,Table AIS-1. An AIS unit has been implemented at Pisco aerodrome with personnel having AIS licensing.		Records SAM Office.	A	Action plan (2006) 80% implemented.	Indicated State.	DEC/ 2008	
AIS 56	SAM Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Peru	Need for production of this serie of ICAO chart under the WGS-84 system to satisfy the lack of production of the WAC aeronautical chart.		SAM Office records.	B	Action plan (2006).	Indicated State.	DEC/ 2012	

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

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AIS 176 SAM	ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Peru	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system. Need for effective implementation of AIS aerodrome units (Pisco) as required by the FASID,Table AIS-1. An AIS unit has been implemented at Pisco aerodrome with personnel having AIS licensing.		SAM Office records.	A	Action plan (2006)	Indicated State	2012	
AIS 188 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Peru	Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action Plan (2006) Ongoing	Indicated States	DEC/ 2012	
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. An ILS CAT 3 was purchased and its installation it is foreseen at the end of the first semester 2011	Peru		
PER Peru										
MET 46 SAM	Notify the RVR for CAT I operations (Annex 3, Chap 4, Rec 4.6.3.2)	Peru / Aeronautical meteorological stations	RVRs SPHI, SPSO and SPTN have not been implemented.	JUN/ 1996	Plan the acquisition or repairment of the RVRs.	A	Chiclayo in process of acquisition, Pisco and Tacna 2011.	CORPAC	2011	
MET 101 SAM	Aeronautical Climatological information (Annex 3, Chap. 8, Standard 8.1.1)	Aeronautical meteorological offices.	Aerodrome climatological tables are not prepared in Chiclayo, Pisco, Tacna and Trujillo.	SEP/ 2009	Implement the standard.	B		CORPAC		

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

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

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AGA 275 SAM	RWY Strip (Annex 14, Vol. I, Sec. 3.3 and 8.7 & Cap. 8 of its Appendix)	Paraguay/SGAS - ASUNCIÓN/Aeropuerto Int'l Silvio Pettrossi	Rigid bases for the ILS localizer antennae	MAR/ 2004	ICAO Regular Misión (07/08 AUG 2003, Recommended Action AGA/11 of its respective Report)	A	Eliminate rigid bases and provide frangible entire set "PENDING ACTION PLAN" *(Doc P/DINAC No. 695/2004, 24 JUN 2004)	DINAC	DEC/ 2004	

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
PRY Paraguay										
AIS	11 SAM ICAO Annex 15, Para. 3.4.4. 1 y 3.4.4. 2. WGS-84.Geodetic System	Paraguay			SAM RO Records..	A	Action plan 2006. 90% implemented		Indicated State	
AIS	22 SAM ICAO Annex 4. WGS-84.Geodetic System	Paraguay	Need for production of all required aeronautical charts under the WGS-84 system mainly the aerodrome/heliport charts with the geoid undulation as it is required. 1) All aeronautical charts under the WGS84 system are produced. 2) The geoidal ondulation will be published on 2008.		SAM RO records.	A	Action Plan (2006) 90% implemented.		Indicated State	1) All aeronautical charts under the WGS84 system are produced. 2) The geoidal ondulation will be published on 2008.
AIS	38 SAM Annex 15; 3.6.1 English language	Paraguay	Requirement to use English for plain language texts in AIS publications		SAM RO Records..	A	Action Plan (2006) 15% implemented.		Indicated State.	Will stay like a difference with respect to the SARPS of reference. The same one is published according to the established requirements.
AIS	51 SAM ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Paraguay	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system.		SAM Office records.	B	Action plan 2006.		Indicated State.	February 2008: 1) To short or medium term, the Cartographic Institute does not have predicted the production of this type of letters. 2) one will stay like a difference with respect to the SARPs.
AIS	55 SAM Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Paraguay	Need for production of this serie of ICAO chart under the WGS-84 system to satisfy the lack of production of the WAC aeronautical chart.		SAM Office records.	B	Action plan 2006.		Indicated State.	February 2008: 1) To short or medium term, the Cartographic Institute does not have predicted the production of this type of letters. 2) one will stay like a difference with respect to the SARPs.

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1	2	3	4	5	6	7	8	9	10	11
AIS 72	SAM ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Paraguay	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	Action plan (2006) 60% implemented.	Indicated State		February 2008: All aerodromos that have instrument approach charts, CAP 11.7.2 of Annex 4 "is not applicable" because the topography of the land in no case exceeds the indicated specifications.
AIS 113	SAM ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 26. Pre-flight Information Bulletins (PIB)	Paraguay	Need for effective implementation in the provision of pre-flight bulletins (PIB) in all the designated aerodromes as it is indicated in FASID Table AIS I; and maily with respect to the provision of users with an automated system integrating PIB/MET/FPL products.		SAM Office records.	A	Action Plan (2006) 30% implementedr.	Indicated State		February 2008: The provision of users with an automated system integrating PIB/MET/FPL products will be implemented on june 2008 with AMHS.
AIS 150	SAM Annex 15, Para. 5.2.2.1. Use of English languaje in NOTAM.	Paraguay	Need of use of English languaje for those parts of the NOTAM requiring text in plain languaje (Appendix 6, 8 Item E).		SAM Office records.	A	Action plan 2006. 40% implemented.	Indicated State		February 2008: This was implemented on 2007. With the implementation of the notam automated system , these procedures will be updated and applicable in June
AIS 171	SAM Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Paraguay	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action plan 2006 100% implemented	Indicated State		February 2008: The implementation of the quality system is in the previous phase to ISO 9001:2000 certification. Date of considered implementation: 2008 March 2008: Quality Management System has already implemented. The process of certification ISO 9001:2000 was initiated.

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AIS 187 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Paraguay	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action Plan 2006 Ongoing	Indicated States		February 2008: This requirement will be accomplished with the ISO 90001-2000
AIS 200 SAM	Annex 15, Cap 8.3.1; Doc 8733 ANP, Parte VI, Para. 28 Post-flight Information Service	Paraguay	Need for effective coordination between the AIS, ATS and users for the effective level of compliance with this requirement.		Records SAM Office.	A	Action Plan (2006). Lack of required procedures	Indicated State		
AIS 201 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Paraguay	Need for the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	Action Plan (2006) 80% implemented.	Indicated State		February 2008: The inclusion of geoidal undulation in the Aerodrome/Heliport Chart - ICAO will be accomplished in June 2008
AIS 227 SAM	CAR-SAM ANP Part VIII (AIS); Para. 65, 66, 67, 68 AND 69. Regional AIS automated system	Paraguay	Requirement for implementation of automated system at the AIS services, in agreement with the indicated in the CAR/SAM Air Navigation Plan..		Records SAM Office.	A	Action Plan (2006) 25% implemented.	Indicated State		February 2008: With the implementation of AMHS, this process will be accomplished in 2009.
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		

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PRY Paraguay										
MET 45	SAM Notify the RVR for CAT 1 operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Paraguay / aeronautical meteorological stations	RVRs SGAS is functioning but not in operation. The RVR SGES is not in operation.	OCT/ 2006	In SGAS, the equipment is installed but with communication problem. In SGES, the equipment is out of service and the purchase of a semi-automatic meteorological station is planned, including an RVR equipment.	A	In SGAS. Contract with ICAO is being reviewed for the acquisition of the RADIO-MODEM, to carry out the RVR connection and the ATS/MET units ATS/MET (CAP). A project is being developed, which is in the bidding process, for the acquisition of a semi-automatic meteorological station, including RVR for SGES, is foreseen.	DINAC	JAN/ 2009	
MET 90	SAM Routine observations and reports (Annex 3, Chap. 8, Standard 4.3.2 a.)	Paraguay Ciudad del Este aerodrome	Do not prepare MET REPORT.	OCT/ 2006	Standard implementation.	A		DINAC	JUL/ 2009	
MET 91	SAM Special observations and reports (Annex 3, Chap. 4, Standard 4.4.2 a.).	Paraguay/Ciudad del Este aerodrome.	SPECIAL is not prepared	OCT/ 2006	Standard implementation	A		DINAC	JUL/ 2009	
MET 92	SAM Aeronautical Climatological information (Annex 3, Chap. 8, Standard 8.1.1)	Paraguay/Asunción and Ciudad del Este aerodromes	Aerodrome climatological tables are not prepared.	OCT/ 2008	Standard implementation.	B		DINAC	JUL/ 2009	

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SUR Suriname										
AGA 230	SAM Bird Hazard (Annex 14, Vol. I, Ch. 9.5 and its Amendment No. 5, Doc 9137-AN/898, Part 3 and Doc 9332)	Suriname/All aerodromes	There is no Bird Strike Committee	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	A	Establish a National Committee on Prevention of Bird Hazards "PENDING ACTION PLAN"	Suriname		
AGA 232	SAM Visual aids (Doc 8733, Vol. II, FASID)	Suriname/NICKERIE/Maj. Fernandes Aerodrome	There are no PAPIs in both RWYs, as they were recommended by the Regional ANP	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install PAPIs in both RWYs and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname		
AGA 233	SAM Visual aids (Doc 8733, Vol. II, FASID)	Suriname/NICKERIE/Maj. Fernandes Aerodrome	No RWY side stripe marking, as it is recommended by the Regional ANP	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Provide RWY side stripe marking and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname		
AGA 234	SAM Visual aids (Doc 8733, Vol. II, FASID)	Suriname/PARAMARIB O/Zorg en Hoop Aerodrome	No PAPIs in both RWYs, as they were recommended by the Regional ANP	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Install PAPIs in both RWYs and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname		
AGA 241	SAM Physical characteristics/Object on RWY Strip (Annex 14, Vol. I, Ch. 3.3 and its Attach. A, Par. 8.2)	Suriname/Johan Adolf Pengel Aerodrome	Presence of a concrete box 130 cm long, 120 cm wide and 30 cm high at each side of the End 11 threshold	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Attend Paragraph 3.3 of Annex 14, Vol. I and Paragraph 8.2 of its Attachment A and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname		
AGA 242	SAM Physical characteristics/Object in RWY strip (Annex 14, Vol. I, Ch. 3.3 and its Attach. A, Par. 8.2)	Suriname/ZANDERY/Johan Adolf Pengel Aerodrome	Presence of a concrete box 200 cm long, 60 cm wide and 20 cm high at 15 m laterally away from End 11. This box is a rigid base for a frangible vertical sign	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Attend Paragraphs 3.3 and 8.7 of Annex 14, Vol. I and Paragraph 8.2 of its Attachment A and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname		
AGA 243	SAM Emergency/Other services (Annex 14, Vol. I, Ch. 9.3)	Suriname/ZANDERY/Johan Adolf Pengel Aerodrome	There is no Disabled Aircraft Removal Plan	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	B	Develop a Disabled Aircraft Removal Plan and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname		

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

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

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

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SUR Suriname										
MET 47	SAM Report the RVR for CAT 1 operations (Annex 3, Part I, Chapter 4, Recommendation 6.3.2)	Suriname / Aeronautical meteorological stations	SMJP RVR of Zandery has not been implemented.	JUN/ 1996	Plan the acquisition of RVR.	A		NCAA in coordinatin with MET Service	OCT/ 2010	
MET 98	SAM Aeronautical Climatological information (Annex 3, chap. 8, Standard 8.1.1)	Suriname/SMNI, SMZO, SMJP Aerodromes.	Aerodrome climatological tables are not prepared.	DEC/ 2008	Implement the standard.	B	In progress	Meteorologica l Service	OCT/ 2010	

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URY Uruguay										
AGA 259	SAM Visual Aids (Doc 8733, FASID CAR/SAM - AOP)	Uruguay/SUCA-COLONIA/Colonia Int'l	There is no PAPI installed for RWY 12	MAR/ 2004	ICAO Regular Mission (05/06 AUG 2003 - Recommended Action AGA/04 of its respective Report)	A	Install PAPI for RWY 12 "PENDING ACTION PLAN" ACTION PLAN: There are obstacles at the approach to RWY 12. A GPS-NPA approach procedure to be synchronized with the PAPIs is being designed (Fax 075/04, 21 SEP 2004, from DINACIA)	Uruguay/DINACIA		
AGA 265	SAM Visual Aids (Doc 8733, FASID CAR/SAM - AOP)	Uruguay/SUMU-MONTEVIDEO/Carrasco Int'l Gral. Cesáreo L. Benisso	Simple approach lighting system not installed for RWY 06	MAR/ 2004	ICAO Regular Mission (05/06 AUG 2003 - Recommended Action AGA/16 of its respective Report)	A	Install the simple approach lighting system for RWY 06 "PENDING ACTION PLAN" ACTION PLAN: To be installed in 2005/2006 (Fax 075/04, 21 SEP 2004, from DINACIA)	DINACIA	2006	
AGA 266	SAM Emergency (Annex 14, Vol. I, Ch. 9 & Doc 9173, Part 5)	Uruguay/DINACIA/All int'l airports	There are no disabled aircraft removal plans for int'l airports	MAR/ 2004	ICAO Regular Mission (05/06 AUG 2003 - Recommended Action AGA/35 of its respective Report)	B	Prepare disabled aircraft removal plans for the int'l airports "PENDING ACTION PLAN"	DINACIA		
AGA 267	SAM Physical Characteristics (Annex 14, Vol. I, Ch. 3)	Uruguay/SUMU-MONTEVIDEO/Carrasco Int'l Gral. Cesáreo L. Benisso	The TWY does not have strips	MAR/ 2004	ICAO Regular Mission (05/06 AUG 2003 - Recommended Action AGA/36 of its respective Report)	B	Construct TWY strips "PENDING ACTION PLAN" ACTION PLAN: Construction scheduled for 2005/2006 (Fax 075/04, 21 SEP 2004, from DINACIA)	DINACIA	2006	
AGA 268	SAM Equipment and Installations (Annex 14, Vol. I, Section 8.7 & Cap. 8 of its Appendix A)	Uruguay/SUMU-MONTEVIDEO/Carrasco Int'l Gral. Cesáreo L. Benisso	Frangible tower installed over rigid base on RWY strip (West side of RWY 19)	MAR/ 2004	ICAO Regular Mission (05/06 AUG 2003 - Recommended Action AGA/37 of its respective Report)	B	Provide frangible base for the tower "PENDING ACTION PLAN"	DINACIA		

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

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AIS 116 SAM	ICAO Annex 15, Chapter 8; Doc 8733 ANP, Part VI, Para. 26. Pre-flight Information Bulletins (PIB)	Uruguay	Need for effective implementation in the provision of pre-flight bulletins (PIB) in all the designated aerodromes as it is indicated in FASID Table AIS 1; and mailly with respect to the provision of users with an automated system integrating PIB/MET/FPL products.		SAM Office records.	A	Action Plan (2005) 80% implemented	Indicated State		
AIS 174 SAM	Annex 15, Para. 3.2 Implementation of Quality system (QS) at the AIS	Uruguay	It is required the implementation of a quality system (QS); as well as, of the quality assurance and quality control procedures at the AIS/MAP services.		Relevant technical documentation and rules are being prepared by the GREPECAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective	A	Action plan 2005 Ongoing	Indicated State		
AIS 190 SAM	ANNEX 15; Chap 3, 3.2.8, and 3.2.10 Integrity of aeronautical information/data.	Uruguay	Need that quality control (QC) system be implemented by the States, to ensure the required level of integrity of the aeronautical information/data issued and/or available. Application of cyclic redundancy check (CRC).		Registro Oficina SAM	A	Action plan 2005 Ongoing	Indicated States		
AIS 204 SAM	Annex 4, Chap 13, Para 13.6.1 C). Aerodrome/Heliport Chart - ICAO.	Uruguay	Need for the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO.		Records SAM Office.	A	Action plan 2005 80% implemented	Indicated State		
URY Uruguay										
MET 22 SAM	Exchange of OPMET information (FASID CAR/SAM para. 35 to 39)	Uruguay / Aeronautical meteorological stations and meteorological watch offices (MWO)	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.	JUN/ 1996	Implement the COM/MET SIP Recommendations for the SAM Region.	A	Coordination between COM/MET.	COM/MET - WMO		
MET 80 SAM	Aerodrome meteorological stations and observations. (Annex 3, Chap 4, Standard 4.1)	Uruguay, SUCA and SURV.	There is not aerodrome meteorological station.	OCT/ 2006	Acquire and install the stations.	A		DINACIA/ DNM		

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
VEN Venezuela										
AGA 76	SAM RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, CARACAS/Maiquetia Aerodrome	Apron with cracks, potholes, rutting, vegetation growth and raveling		IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	B	Begin immediate planning for apron rehabilitation "PENDING ACTION PLAN" ACTION PLAN: Repairs are underway (IP/31-GREPECAS-14/16-20 APR07)	Venezuela	AUG/ 2007	Apron is currently 30% repaved and is included within the taxiway repavement plan, estimating to be finished during the first semester of 2009
AGA 77	SAM Apron surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, BARCELONA, Barcelona Intl. Airport	Slabs with spalling, corner cracks and most of the joints with deficient sealing in runway 33		IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	B	Repair the slabs at the beginning "PENDING ACTION PLAN" ACTION PLAN: There is a plan to rehabilitate this area on NOV07 (IP/31-GREPECAS-14/16-20 APR07)	Venezuela	2008	Total RWY 15/33 repavement is scheduled to start in the first quarter of 2009
AGA 97	SAM Bird Strike Hazard (Annex 14, Vol. I, Chap.9.5)	Venezuela, MARGARITA, Margarita Intl. Airport	Birds were observed within the perimeter of the airport		IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001*	A	Create a National Bird Strike Committee and establish a wild life program "PENDING ACTION PLAN" ACTION PLAN: National Committee scheduled to be created during the 2nd semester 2007 (IP/31-GREPECAS-14/16-20 APR07)	Venezuela	DEC/ 2007	
AGA 129	SAM Apron Physical and Surface Characteristics (Annex 14, Vol. I, Chap. 3, 9, Doc 9476, Doc 9157 - Part 2)	Venezuela, MAIQUETIA/Simon Bolivar	Apron surface very uneven	MAY/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	B	Evaluate the causes of unevenness and fix it "PENDING ACTION PLAN"	Venezuela		Apron is currently 30% repaved and is included within the taxiway repavement plan, estimating to be finished during the first semester of 2009
AGA 130	SAM Visual aids (Annex 14, Vol. I, Chap. 5)	Venezuela, MAIQUETIA/Simon Bolivar	No VASIS or PAPI on RWY 27	MAY/ 2002	IFALPA Annex 19 Part 3 19-3-SAM-1	A	Provide PAPI at RWY 27 "PENDING ACTION PLAN"	Venezuela		Action plan for PAPI installation scheduled for the first semester of 2009

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1	2	3	4	5	6	7	8	9	10	11
AGA 391 SAM Annex 14, Vol. I, Attach. A		VENEZUELA/INAC	No adequate equipment for friction coefficient measurements	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/03 of its respective Report)	A	Acquire a continuous friction measuring device "PENDING ACTION PLAN" ACTION PLAN: Scheduled to be acquired between 07 JAN 05 and 30 JUN 06 (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUN 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	JUN/ 2006	
AGA 396 SAM Doc 8733, FASID CAR/SAM – AOP		VENEZUELA/INAC/Ba rcelona	No PAPI for RWY 33	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/08 of its respective Report)	B	Install PAPI for RWY 33 "PENDING ACTION PLAN" ACTION PLAN: Acquisition, installation and PAPI evaluation planned (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUL 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	The installation of a PAPI for the second semester of 2010 is under study
AGA 398 SAM Doc 8733, FASID CAR/SAM – AOP		VENEZUELA/INAC/Ca racas	No PAPI for RWY 28	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/10 of its respective Report)	B	Install PAPI for RWY 28 "PENDING ACTION PLAN" ACTION PLAN: Acquisition, installation and PAPI evaluation planned (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUL 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	Action plan for PAPI installation scheduled for the first semester of 2009
AGA 399 SAM Doc 8733, FASID CAR/SAM – AOP		VENEZUELA/INAC/M aracaibo	No PAPI for RWY 27/R	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/11 of its respective Report)	B	Install PAPI for RWY 27/R "PENDING ACTION PLAN" ACTION PLAN: Acquisition, installation and PAPI evaluation planned (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUL 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	Installation of a PAPI for the second semester of 2010 is under study

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1	2	3	4	5	6	7	8	9	10	11
AGA 401	SAM Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/M argarita	No TWY edge lighting	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/13 of its respective Report)	B	Install TWY edge lighting "PENDING ACTION PLAN" ACTION PLAN: Reparatons and installation planned (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for DEC 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	Action plan scheduled for the first semester of 2010
AGA 402	SAM Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/M argarita	No PAPI for RWY 27	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/14 of its respective Report)	B	Install PAPI for RWY 27 "PENDING ACTION PLAN" ACTION PLAN: Acquisition, installation and PAPI evaluation planned (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUL 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	JUN/ 2006	Action plan for PAPI installation scheduled for the first semester of 2010
AGA 404	SAM Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/Pa raguana	RFF CAT 5	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/16 of its respective Report)	A	Update RFF to CAT 6 "PENDING ACTION PLAN" ACTION PLAN: CAT 6 planned (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for DEC 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	Action plan scheduled for the second semester of 2009
AGA 407	SAM Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/S. A. del Táchira	RWY 17 is NINST	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/19 of its respective Report)	B	Provide RWY 17 as NPA "PENDING ACTION PLAN" ACTION PLAN: Planned provision of RWY 17 as NPA (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for NOV 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	Aerodrome excluded from CAR/SAM FASID, Doc. 8733. Conventional procedure for this runway is not taken into account, due to presence of natural obstacles

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 409	SAM Doc 8733, FASID CAR/SAM – AOP	VENEZUELA/INAC/Valencia	No PAPI for RWY 28	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/21 of its respective Report)	B	Install PAPI for RWY 28 "PENDING ACTION PLAN" ACTION PLAN: SAM Office will be officially notified (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUL 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	Action plan for PAPI installation scheduled for the first semester of 2009
AGA 410	SAM Annex 14, Vol. I, Sec. 9.3	VENEZUELA/INAC/AI 1 airports	No disabled aircraft removal plans for int'l airports	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/22 of its respective Report)	B	Develop disabled aircraft removal plans for int'l airports "PENDING ACTION PLAN" ACTION PLAN: All the international airports will be required to present their plans (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUN 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC	DEC/ 2006	Maiquetia and Ciudad Guayana disabled aircraft removal plans were delivered. Action plan for the remaining international airports scheduled for the first semester of 2009
AGA 411	SAM Doc 9184-AN/902, Parts 1 & 2	VENEZUELA/INAC/IA AIM	No Airport Engineering Department	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/23 of its respective Report)	B	Structure an Airport Engineering Department "PENDING ACTION PLAN" ACTION PLAN: Planned the creation of the Airport Engineering Department (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	NOV/ 2006	Action plan scheduled for the first semester of 2009
AGA 417	SAM Annex 14, Vol. I, Ch. 1, Sec. 1.4	VENEZUELA/INAC/IA AIM	The airport is not certified yet	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/29 of its respective Report)	B	Comply with Section 1.4 of Annex 14, Vol. I "PENDING ACTION PLAN" ACTION PLAN: It will be complied as soon as the Venezuelan Aeronautical Regulations be published (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for MAR 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	DEC/ 2005	Phase IV ended. Total certification estimated for February 2009

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1	2	3	4	5	6	7	8	9	10	11
AGA 418	SAM Annex 14, Vol. I, Ch. 3, Sec. 3.5	VENEZUELA/INAC/IA AIM	No RESA for RWY 10	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/30 of its respective Report)	A	Provide RESA for RWY 10 "PENDING ACTION PLAN" ACTION PLAN: Scheduled evaluation together with IAAIM during the certification process (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	MAR/ 2007	
AGA 421	SAM Annex 14, Vol. I, Ch. 10	VENEZUELA/INAC/IA AIM	No joint seal between apron slabs	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/33 of its respective Report)	B	Provide sealing of apron slabs joints "PENDING ACTION PLAN" ACTION PLAN: A survey will be carried out for planning the joint sealing (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for NOV 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	NOV/ 2006	Action plan scheduled for the second semester of 2009 -- reconstruccion and joining of sealings
AGA 423	SAM Annex 14, Vol. I, Ch. 10	VENEZUELA/INAC/IA AIM	TWYs with pavement desegregation, distressed, vegetation in the cracks	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/35 of its respective Report)	A	Prepare project/design for TWYs maintenance/ rehabilitation "PENDING ACTION PLAN" ACTION PLAN: Pavement studies will be carried out for establishing a preventive/corrective maintenance program (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for DEC 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	SEP/ 2006	TWYs 30% repaved. TWY repavement action plan scheduled for the first semester of 2009
AGA 425	SAM Annex 14, Vol. I, Ch. 3, Sec. 3.5	VENEZUELA/INAC/IA AIM	RESA at RWY 28 is unlevelled	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/37 of its respective Report)	A	Level RESA at RWY 28 "PENDING ACTION PLAN" ACTION PLAN: Evaluation will be carried out and corrective actions will be taken (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for MAR 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	JUL/ 2006	

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AGA 428 SAM Annex 14, Vol. I, Ch. 4		VENEZUELA/INAC/IAAIM	Open trapezoidal canal (3 m x 6 m x 1.5 m deep) on the RWY strip	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/40 of its respective Report)	B	Provide a closing system for the trapezoidal canal on the RWY strip "PENDING ACTION PLAN" ACTION PLAN: A report with a recommendation for providing a closing system for the canal will be presented (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for DEC 06 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	JUL/ 2006	

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
VEN Venezuela										
AIS	75 SAM ICAO Annex 4, Chapter 11; 11.7.2 and 11.10.6.5. Instrumens approach charts.	Venezuela	Need to complete the inclusion of the topographic (11.7.2), and the ground profile informations (11.10.6.5) in the production of all instrument approach charts - OACI.		SAM Office records.	A	Action Plan (2006) Ongoing.		Indicated State	
AIS	80 SAM ICAO Annex 4, Chapter 3. Aerodrome Obstacle Chart - ICAO, Type A.	Venezuela	Need for effective production of Aerodrome Obstacle Chart - ICAO, Type A., concerning the following airport: Barcelona, Barquisimeto, Caracas, Charallave, Guayana, Maiquetia, Maracaibo Margarita, Maturin, Puerto Cabello, San Antonio del Táchira y Valencia.		SAM Office records.	A	Action Plan (2006) 50% implemented		Indicated State	
AIS	177 SAM ICAO Annex 4, Chapter 2.8; Chapter 16, Appendix 5. World Aeronautical Chart	Venezuela	Lack of compliance with the requirement for production of the world aeronautical chart (WAC, Scale; 1:1,000,000) , according with the sheets distribution as it is established by ICAO to this serie of chart. Not production of this serie of chart with ICAO specification and under the WGS-84 system.		SAM Office records.	B	Action plan 2006 Ongoing		Indicated State	
AIS	233 SAM Annex 4, Chap 13, Para. 13.6.1 c). Aerodrome Heliport/Chart - ICAO	Venezuela	Need for the inclusion of geoid undulation in the Aerodrome/Heliport Chart - ICAO		Records SAM Office	A	Action plan (2006) 50% implemented		Estado Indicado	

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
VEN Venezuela										
MET 67	SAM FASID Table AOP 1 (CAR/SAM III-AOP 1-39)	Caracas and Margarita	RVR assessments have not been implemented.	JUN/ 1996		A	Acquisition programmed.	INAC in coordination with the SMN	DEC/ 2009	The RVR from Caracas and Margarita are in the installation phase.
MET 68	SAM Exchange of OPMET information (CAR/SAM ANP Basic, paras. 35 to 39)	Caracas MWO and MET offices	MET offices do not have direct access to AFTN, except Maiquetia.	DEC/ 2004	Implement COM Recommendations of SIP COM/MET for CAR/SAM Regions	A	Project for the modernization of the communications	INAC in coordination with the SMN	DEC/ 2010	The meteorological watch office has direct accesses to the AFTN network. Regarding the other airports it is foreseen that direct access will be available in 2010.
MET 99	SAM FASID AOP 1 Table (CAR/SAM III-AOP 1-39)	Barcelona and Maracaibo	RVR assessments have not been implemented.	JUN/ 1996		A	Acquisition programmed.	INAC in coordination with SMN	DEC/ 2010	
MET 100	SAM Aeronautical Climatological information (Annex 3, Chap. 8, Standard 8.1.1)	Aeronautical meteorological offices.	Aerodrome climatological tables are not prepared.	AUG/ 2009	Implement the standard.	B		SERMETAVI A		

APÉNDICE / APPENDIX C

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21 March 2011