



**Fifth Meeting of the Programmes and Projects Review Committee (PPRC/5)**  
 Mexico City, Mexico, 16 to 18 July 2019

**Agenda Item 1: Follow-up to the Valid Status of GREPECAS Conclusions and Decisions and of Air Navigation Deficiencies in the CAR/SAM Regions**  
**1.2 Status of air navigation deficiencies in the CAR/SAM Regions**

**CURRENT SITUATION OF DEFICIENCIES IN THE CAR/SAM REGIONS**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
This Working Paper presents reviewed information on the progress to date of the resolution of deficiencies in the CAR/SAM Regions.	
<b>Action:</b>	Described in Section 3
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Air Navigation Capacity and Efficiency</li> <li>• Environmental Protection</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• Report of the Eighteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/18) (Punta Cana, Dominican Republic, from 9 to 14 April 2018)</li> <li>• Uniform methodology for identification, assessment and reporting of Air Navigation deficiencies in accordance with the ICAO Council</li> <li>• GREPECAS Air Navigation Deficiencies Database (GANDD)</li> </ul>

**1. Introduction**

1.1 The GREPECAS / 18 Meeting highlighted the actions taken and the progress towards their solution and/or mitigation, in accordance with the procedures established by GREPECAS, the NACC and SAM Regional Offices have followed up on the corrective actions of the States, updating the GANDD deficiencies database.

1.2 In the CAR Region, under the strategy No country left behind (NCLB)/Systemic Assistance Programme (SAP) NACC, a review of the deficiencies has been made, particularly those of priority "U". The monitoring is carried out based on NCLB tailored action plans for each State and with this strategy, a significant annual reduction (resolution) has been achieved since the implementation of the NCLB strategy in 2016 (rate of increase of the 300% resolution in comparison with 2014).

1.3 In the SAM Region, the ICAO SAM Regional Office have worked with the States in order to seek to resolve the deficiencies that remain for many years in the GANDD. After the GREPECAS / 17, it was possible to reduce the "U" priority deficiencies by 50%, through the coordinated work carried out with the States, during the last three years.

1.4 Following the Conclusion CRPP/4-1, one teleconference has been held, in 2017, with IATA and IFALPA to address the deficiencies reported by their partners in the States. On March 2018, a follow-up teleconference with IATA was made to highlight the commitment of the periodic reporting of deficiencies by IATA to ICAO, reassuring this support by IATA

1.5 The Meeting should consider several improvement opportunities and that in the last years ICAO has implemented a series of management tools that could justify the need to review, in detail, this ICAO uniform methodology for the identification, evaluation and notification of deficiencies in air navigation.

1.6 The IATA will continue submitting the ICAO Regional Offices its deficiencies list, for each Regional Office carry out the corresponding actions.

## 2. Discussion

2.1 The existing deficiencies are high priority for the ICAO Council, and therefore the need for States to establish Corrective Action Plans (CAP) to resolve them. The Meeting is requested to recall that, to improve the progress of deficiencies, some difficulties persist:

- The process to update the GANDD, is sometimes complicated, resulting in States not updating the information
- The main source of deficiencies identification was the ICAO regional officer's missions, and this kind of missions are no longer carried out
- Some deficiencies remain unresolved in the GANDD for a long time

2.2 In **Appendix A**, the deficiencies can be observed in the SAM Region, with its corresponding areas, which are numerous. The Office had worked with the States through teleconferences.

2.3 In the SAM Region, the Secretariat worked with the States in order to seek to resolve the deficiencies that remain for many years in the GANDD. After GREPECAS / 18, the "U" priority deficiencies were significantly reduced, through the coordinated work carried out with the States

2.4 In the CAR Region, an exhaustive review has been carried out by each State of the deficiencies, achieving more concrete actions in the States and whose follow-up is carried out through the action plans of the Systemic Assistance Program (SAP). In **Appendix B** the progress in the solution of the deficiencies is shown.

2.5 The Meeting should issue an action on the deficiencies considered by the working methodology and/or teleconferences between the ICAO Regional Offices and the focal points of the States in order to expedite their review and update the database in a timely manner.

### **3. Suggested Actions**

3.1 The Meeting is invited to:

- a) take note of the information contained in Appendices A and B, to this working paper;
- b) urge IATA to report on the deficiencies detected in both CAR and SAM Regions;
- c) suggest other actions as deemed appropriate.

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# OUTSTANDING DEFICIENCIES

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

Appendix A  
PPRC/5  
WP/03

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

**ECU Ecuador**

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

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

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**ECU Ecuador**

MET	33 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Ecuador/ Aerodrome meteorological offices and meteorological watch office (MWO) of Guayaquil	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	JUN/ 1996	a) Review the functions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U	Training programmes at national and international level are being carried out to have the specialized aeronautical meteorology personnel required.	DGAC	2007
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**GUY Guyana**

MET	34 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Guyana / Aerodrome meteorological office and meteorological watch office (MWO) of Georgetown	The MET Authority does not have available the minimum quantity of personnel to provide MET service.	NOV/ 2006	a) Review the functions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U	To train and retain qualified MET Personnel. Systems to be put in place to offer better remuneration package to trained personnel. CORRECTED	Hydromet Service	DEC/ 2018
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<b>PAN Panama</b>										
MET 35 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chapter 2, Standard 2.1.5)	Panama / Aerodrome meteorological offices and meteorological watch offices (MWO) of Tocumen	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	NOV/ 2000	a) Review the functions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U	They are making efforts to use the resources of some projects to be implemented. Plans for the formation and update to start in 2009 and end in 2011. Coordination with the universities is being carried out to correct this deficiency.	CAA	DEC/ 2015	Lack of Training Centres in the Region that provide licenses in this matter. Economic resources to train personnel abroad. Personnel from with University technical degree is been hired (gradually), as requirement. Training is expected to be provided to permanent and new hired personnel.

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**SUR Suriname**

MET	59	SAM	Surface wind (Annex 3, Standard 4.1.2.1)	Suriname COM Dependency	Displays of surface wind in ATS units correspond to wind sensor installed at the top of the TWR	OCT/ 2004	Surface wind display in the surface of ATS dependencies must corresponds to the sensors of the MET station	U	NCAA in coordination with Meteorological Service	OCT/ 2010
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<b>URY Uruguay</b>										
MET 39 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chapter 2, Standard 2.1.5)	Uruguay / Meteorological Watch Offices (MWO) and aerodrome meteorological offices.	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	JUN/ 1996	a) Review the functions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U				DNM
MET 107 SAM	Windshear warnings.	Uruguay	They have not equipment.	AUG/ 2011	Acquire the systems where required.	U				DNM

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**VEN Venezuela**

ATM	25 SAM Use of the aeronautical phraseology	Venezuela	In general, the use of aeronautical phraseology does not meet the required levels and is a relevant factor with regard to ATS incidents.	SEP/ 2000	ATM/SAR 02/00-SAM Meeting.	U	1. Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units. (E-CAR/SAM-NE ICG/2 Dic 2003). Realization of refreshment courses for ATCOs during 2004.	INAC Venezuela	JUL/ 2010	<p><b>2008:</b> A recurring training is kept in aerodrome, approach and control centre phraseology, according to the CATC capacities.</p> <p><b>2007:</b> Venezuela informed that a continuing process for training in the use of aeronautical phraseology for air traffic controllers has been implemented, foreseeing its solution by 2007.</p>
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APPENDIX B  
**OUTSTANDING DEFICIENCIES**

**REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIM FIELD IN THE CAR REGION**

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**AIA Anguilla**

AIM	383	CAR	Electronic Terrain and Obstacle Data Implementation (e-TOD), according to Annex 15, Chapter 10, Par. 10.1.3 (Area 1) and Par. 10.1.7 (Area 3)	Anguilla	The e-Tod has not been implemented	MAR/ 2011	ICAO Regional Survey	A	To elaborate an action plan to implement e-TOD	State	DEC/ 2018
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<b>ATG Antigua and Barbuda</b>										
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.
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.

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

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<b>ATG Antigua and Barbuda</b>										
AIM 312 CAR	Annex 15, Para. 3.2 Implementation of Quality Management System (QMS) at the AIS.	Antigua and Barbuda	It is required the implementation of a Quality Management System (QMS)	DEC/ 2005	Must be included in the Action Plan.	A	Relevant technical documentation and rules are being prepared by the GREPCAS AIS/MAP Subgroup, in order to assist the CAR/SAM States to achieve this objective.	State	DEC/ 2016	New LOAs are in coordination with Trinidad and Tobago for QMS (Data providers)
AIM 347 CAR	Implementation of Electronic Terrain and Obstacle Data (e-TOD), in accordance with Annex 15, para. 10.1.3 (Area 1) and 10.1.7 (Area 3)	Antigua and Barbuda	e-TOD not yet implemented	MAR/ 2011	ICAO Regional Survey	A	Implement e-TOD State must prepare an Action Plan.	Antigua and Barbuda	DEC/ 2018	
AIM 399 CAR	Annex 15, Chap.3, Doc 8126, Chap. 3, par. 3.3, ICAO Roadmap for the transition from AIS to AIM	Antigua and Barbuda	Lack of AIS Training			A	It is recommended to assess the precise training needs for the transition to AIM implementation requirements in order to define resources required for AIM training	ECCAA	JUN/ 2016	
<b>ATG Antigua and Barbuda</b>										
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 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	A	Establish this register based on guidance given by GREPCAS and in compliance with ICAO SARPs.	ECCAA		

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### ATG Antigua and Barbuda

MET 131	CAR Annex 3, Appendix 3, 4.1.1.2	Antigua and Barbuda	Wind observations for local routine reports used for arriving and departing aircraft should be representative of the touchdown zone and the conditions along the runway	NOV/ 2012		A	The MET authorities are reminded that surface wind observations included in the METAR should be representative of the touchdown zone and the conditions along the runway. At present the wind sensor is installed between two buildings.	ECCAA/ABM	S	
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<b>ABW Aruba</b>										
AGA 296 CAR	Runway End Safety Area (Annex 14, Vol. I, Chap. 10, 10.2 & 10.2.1)	Aruba, ORANJESTAD, Reina Beatrix Int'l	No runway end safety areas are provided at both runway ends	JAN/ 2003	ICAO Visit January 2003	A	Provide runway end safety areas by not declaring stopways, extension and/or displacing the runway ends and reducing the runway declared distances.	Aruba Airport Authority		Compliance with the standard will have significant structural and financial implications on the infrastructure of the airport. Several factors such as land acquisition, construction in the sea and the impact here-of on the community demand extensive study to arrive at the final decisions.
AGA 297 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.10, 5.10.1, 5.10.2 & 5.10.4)	Aruba, ORANJESTAD, Reina Beatrix Int'l	The runway-holding position on the south side of the runway is provided on the GA apron. The old runway-holding position markings on Taxiways D, E and F are no longer valid.	JAN/ 2003	ICAO Visit January 2003	A	Remove the disused runway-holding position markings on Taxiways D, E and F. Action Plan: The old runway-holding position markings on taxiways D, E and F will be removed.	Aruba Airport Authority	JUN/ 2003	
AGA 298 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.8, 5.2.8.1 & 3)	Aruba, ORANJESTAD, Reina Beatrix Int'l	Taxiway centreline marking to guide aircraft turning around at the east runway end is not provided	JAN/ 2003	ICAO Visit January 2003	A	Provide turn-around guidance centreline markings at the runway end. Action Plan: Turn-around guidance centerline marking at the east runway end will be provided.	Aruba Airport Authority	JUN/ 2003	
AGA 299 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 - Std. 5.3.4.1.B)	Aruba, ORANJESTAD, Reina Beatrix Int'l	No approach lighting system is provided on Runway 29	JAN/ 2003	ICAO Visit January 2003	A	Provide a simple approach lighting system on Runway 29	Aruba Airport Authority		Compliance with the standard will have significant structural and financial implications on the infrastructure of the airport. Several factors such as land acquisition, construction in the sea and the impact here-of on the community demand extensive study to arrive at the final decisions.

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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		
<b>ABW Aruba</b>										
AIM 328 CAR	Annex 15, Para. 3.2 Implementation of Quality Management System (QMS) at the AIS.	Aruba	It is required the implementation of a quality system (QMS); 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.	DCA	DEC/ 2013	
AIM 348 CAR	Implementation of Electronic Terrain and Obstacle Data (e-TOD), in accordance with Annex 15, para. 10.1.3 (Area 1) and 10.1.7 (Area 3)	Aruba	e-TOD not yet implemented	MAR/ 2011	ICAO Regional Survey	B	Implement e-TOD State must prepare an Action Plan.	DCA	DEC/ 2013	
AIM 409 CAR	Annex 11, Annex 15	Aruba	AIP states that Beatrix Approach control provides radar services and procedures, however the ASR-9 has not been operational since 2003.	FEB/ 2011		A	Review and update the Aruba AIP to reflect the correct information published.	Aruba DCA	MAR/ 2011	ENR 1-6 ATS Surveillance Services and Procedures According to amendment 13/2016 still missing

# 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
<b>ABW Aruba</b>										
ATM 154	CAR Doc 7300, Annex 11, Chapter 2 and Appendix 6, Doc 9426, Doc 9854, Doc 9750	Aruba DCA	The Directorate of Civil Aviation (DCA) requires improvements within their organizational structure for efficient coordination of Air Navigation Services (ANS). This includes division of responsibilities in air traffic operations, safety management, planning and evaluations and management activities.	FEB/ 2011		A	Aruba should implement the new organizational structure it has developed for the Civil Aviation System. The new structure should also provide for sufficient staffing to ensure the proper distribution of workload and responsibilities within the unit.	Aruba DCA	NOV/ 2014	Aruba should implement the new organizational structure it has developed for the Civil Aviation System. The new structure should also provide for sufficient staffing to ensure the proper distribution of workload and responsibilities within the unit.
ATM 155	CAR Annex I, Annex 11, Doc 9854, Doc 9750, Doc 9426	Aruba DCA	Review existing air traffic training programme to ensure that it complies with required staff proficiency aspects in different specialized ATS fields including proficiency and refresher training.	FEB/ 2011		A	Review and implement as necessary ATM training plan according to ICAO guidelines in order for ATS staff to efficiently perform tasks and responsibilities related to their position.	Aruba DCA	NOV/ 2014	The training review should also include ARO personnel to determine additional training requirements for their assigned duties.
ATM 156	CAR Annex 11, Doc 4444, Chapter 2	Aruba DCA	Aruba does not have an ATS Safety Management System (SMS) currently in place.	FEB/ 2011		A	Implement the required ATS safety management programmes in accordance with Annex 11, Chapter 2, para. 2.27.3	Aruba DCA	JUL/ 2015	Aruba briefed that a safety management workgroup had been identified but it has not yet completed its work.
ATM 157	CAR Doc 8733, GREPECAS	Aruba DCA	Limited participation in ICAO regional activities.	FEB/ 2011		A	Support Aruba ATM and SAR expert(s) participation in GREPECAS projects to allow harmonized implementation of regional ATM systems.	Aruba DCA	FEB/ 2015	
ATM 159	CAR Annex 11, Doc 4444, GREPECAS 15, NAM/CAR RPBANIP RPO 9	Aruba DCA	Lack of implementation of a surveillance system.	FEB/ 2011		A	Conduct safety assessment as described in Doc 4444, Para 2.6.1.1, prior to implementation. Investigate radar data sharing opportunities among neighboring States (Colombia, Curaçao, Venezuela) for Reina Beatrix APP and conduct ADS-B trials in areas where radar coverage is available for analysis.	Aruba DCA	DEC/ 2015	DCAA currently planning for SSR.

# 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 160 CAR	Annex 11, Doc4444, Doc 9426, Doc 9854, NAM/CAR RPBANIP Regional Performance Objective (RPO) 6	Aruba DCA	No implementation of air traffic flow management procedures.	FEB/ 2011		A	Conduct a study on air traffic services (ATS) demand and capacity that includes: * determination of the number of ATC work positions required * determination of the number of ATC personnel required to adequately cover the ATC work positions * determination of the number of administrative personnel required to support ATS * determination of specialized personnel required to provide ATFM service * determination of capacity for Aruba International Airport	Aruba DCA	DEC/ 2015	DCAA will request ICAO assistance.

# 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
<b>ABW Aruba</b>										
CNS 29	CAR Surveillance Systems (Table CNS 4A)	Aruba/Reina Beatrix APP/Aruba's radar	Communications, Navigation and Surveillance	JUN/ 2000						
						B	2010 CNS mission: Current Radar system is obsolete, the following recommendations were provided: a) carry out radar data-sharing from adjacent States as for ex. Curacao; b) evaluate and implement multilateration for replacing radar coverage; and c) conduct ADS-B trials to evaluate percentage of equipped aircrafts.	Aruba DCA	DEC/ 2011	
CNS 173	CAR Annex 10, Vol II, 2.6; CAR/SAM ANP Doc 8733, Vol. I, Part IV, paragraphs 20 and 51	Aruba DCA	Frequency 121.9 MHz is not being use due to frequency interference.	FEB/ 2011	ICAO visit - February 2011	A	Carry out a spectrum analysis for this frequency and together with the National Spectrum Management Authority, resolve the cause of the interference.	Aruba DCA	AUG/ 2014	March 2014 - Aruba reported that:  Frequency is not completely clean. Will start process monitoring to move ground Movement back o this frequency.
CNS 176	CAR Annex 10, Vol. I, Chap. 2, 2.3	BEA VOR/DME	There is no provision of information on the operational status of the VOR/DME	FEB/ 2011	ICAO Visit - February 2011	A	Implement remote monitoring/display of nav aids status	Aruba DCA	DEC/ 2014	March 2014 - Aruba reported that:  Aruba DCA: Problem identified in cable for remote monitoring of the equipment. Monitoring with VHF radio until cable replaced. NOV 2014
CNS 179	CAR Annex 10, Vol. II, 2.4 CAR/SAM ANP Doc 8733, Vol. I, Part IV, paragraphs 20 and 51.	Aruba DCA	No Procedure for handling radio frequency interference situations	FEB/ 2011	ICAO Visit - February 2011	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	Aruba DCA	JUN/ 2014	Contact made with regulatory body (DTZ) to establish procedure.

# 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 180 CAR	CAR/SAM ANP Doc 8733, Vol. I, Part I paragraph 54, Part IV paragraph 5, GREPECAS Conclusion 15/1	Aruba DCA	For the future implementation of air navigation systems, an integrated performance-based approach should be considered including a systematic automation of ATS functions/ systems.	FEB/ 2011	ICAO Visit - February 2011	B	Establish an integrated system approach for implementing automation and interoperation between communications and functions for air navigation systems.  <ul style="list-style-type: none"> <li>• Implement Radar display system from adjacent States with flight plan correlation</li> <li>• Implement automatic system warnings functionalities</li> </ul> <p>The NAM/CAR Regional Performance-based Air Navigation Implementation Plan should be used as reference.</p>	Aruba DCA		

# 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
<b>ABW Aruba</b>										
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		
MET 102	CAR Annex 3, 3.3.a 3.3.h and 9.1	Aruba	No procedure to ensure timely availability of SIGMET information for the FIR Curaçao has been implemented	FEB/ 2011		A	Ensure timely availability and retransmission of SIGMET information for the FIR Curaçao: a) establish operational procedure to monitor, issuance of SIGMET information for Curaçao FIR and surrounding FIRs, by visiting the flight folder section of the website <a href="http://www.aviationweather.gov">www.aviationweather.gov</a> of the U.S. NWS, and relays SIGMET messages to air traffic control units and airlines when available; and  b) prepares specifications to upgrade the Met-Lab WAFS workstation, including automated detection and alarm when a SIGMET message for Curaçao is received	DCA/ Servicio Meteorologico Aruba	APR/ 2011	

# 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
MET 103 CAR	Annex 3, 4.2, 5.8 Annex 11, 2.20.b	Aruba	No formal Letter of Agreement between MET and ATS services	FEB/ 2011		A	Establish a formal letter of agreement between the ATS and MET services to ensure the adequate MET information exchange, required for the provision of meteorological and air traffic control services for international air navigation. In particular, to ensure that, on receipt by the ATS units of special air reports by voice communications, the ATS units relay them without delay to the meteorological watch office of Curacao and/or the meteorological office at TNCA aerodrome;	DCA/ Aruba Meteorological Service	AUG/ 2011	
MET 104 CAR	Annex 3, 2.2.3	Aruba	Quality Management System (QMS) for the aeronautical meteorological service not yet established	FEB/ 2011		A	That the Meteorological Service in Aruba, in coordination with the Civil Aviation Authority, establish and implement a properly organized quality system comprising procedures, processes and resources necessary to provide for the quality management of the meteorological information to be supplied to the aviation users	Aruba Meteorological Service	NOV/ 2012	
MET 105 CAR	Annex 3, 11.1, 11.1.9	Aruba	No aeronautical fixed service terminal (AFTN) is available to disseminate time-critical meteorological information.	FEB/ 2011		A	a. Implement an AFTN terminal at the aeronautical meteorological unit of Servicio Meteorologico Aruba to exchange aeronautical meteorological data (OPMET data) with other meteorological and air traffic control units, and receive NOTAMs and other relevant aeronautical information.  b. Upgrade their Met-Lab WAFS workstation to become a NOAAnet (for OPMET data dissemination) / WIFS (to receive international OPMET data and high-resolution graphical meteorological products of the WAFS) workstation	Aruba Meteorological Service	SEP/ 2011	

# OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>ABW Aruba</b>										
SAR 143 CAR	Annex 12, Doc 9731, Doc 9750, Doc 8733	Aruba DCA	Improve Search and Rescue (SAR) procedures by conducting a current review of internal SAR procedures.	FEB/ 2011		A	Review and modify as necessary SAR Letters of Agreement in the Curaçao FIR, including coordination improvements between civil and military authorities and local SAR procedures.	Aruba DCA	DEC/ 2015	Current information in Aruba AIP reference SAR is over 10 years old. Pending research for next AIP amendment.

# 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
<b>BHS Bahamas</b>										
AGA 36 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP 1)	Bahamas, FREEPORT, Grand Bahama Intl	No approach lighting systems are provided as required in the CAR/SAM ANP FASID and Annex 14 Vol. I Section 5.3.4.1	OCT/ 2000	ICAO Visit October 2000 ICAO Visit December 2009	A	Provide approach lighting systems	Bahamas	SEP/ 2015	Approach lighting systems are in the process of being to be repaired, once repairs are completed the Bahamas will update action  There is no Approach Lighting Systems in Freeport Grand Bahamas, this will have to be purchased by the Grand Bahamas Port Authority currently, the government is anticipating handover of this aerodrome once this happen the responsibility for purchase will fall to the government.

# 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 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	<p>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.</p> <p>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.</p> <p>The Bahamas Civil Aviation Dept is currently drafting the needed procedure to be adopted for mitigation of Wildlife Hazard Prevention in the Bahamas, this will coincide the newly SSP State Safety Program that has been approved.</p>	Bahamas	JUL/ 2015	The Nassau Airport Authority has implemented a Wildlife Hazard and Prevention Plan as part of the certification process and has also began installation of a RESA in the approach area of RWY 14 which will remove much of the low area which has caused ponding that attracted birds to the area. began April 15 2015 to be completed July 12 2015.
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	SEP/ 2015	<p>North Eleuthera is poised for a new terminal and will receive new visual aids in the process, which is in-compliance with BASR 21.233</p> <p>The are no PAPI in place and the master plan for the construction of the terminal is expected at the end of the month.</p>

# 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 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/ 2014	Runway will be expanded when new construction begins and markings will be add this per BASR section 21.170 subpart d  The master plan for construction of the new terminal is expected at the end of the month which will include reconstruction of a new runway, update will be given once document is received.

# 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 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/ 2014	<p>The SSP for the Been approved and the minimum friction levels are pending as per BASR 21.435</p> <p>The Nassau Airport Development Co..has completed a friction testing on all the airport runways on May 17, 2015 result for the most part are within the regulation except for the touch down Zone of RWY 14 this corrective action is placed in the CAP..pending completion</p> <p>The minimum friction levels were pending as per BASR 21.435. The Nassau Airport Development co.(NAD) has completed an initial friction testing on all the LPIA runway surfaces; on May 17th 2015 the results for the most part are within the ICAO 9137 manual showing much of the surfaces falling in the range of 0.50 friction level after the test; however, the touch down zone for RWY 14 falls below and removal is required, this work is part of the corrective action plan pending completion.</p>

# 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 526 CAR	Aerodrome emergency planning (Annex 14, Vol. I, 9.1)	Bahamas, NASSAU, Nassau Intl.	The CAD does not ensure the periodic testing of an AEP, coordination of specialist rescue services at the aerodrome with difficult terrain and the implementation of emergency command centre.	DEC/ 2009	ICAO visit December 2009	A	The CAD should ensure that the airport operator comply with periodic testing of the AEP, availability and coordination of specialist rescue services at MYNN considering difficult terrain, and the implementation of emergency command centre.	Bahamas	MAY/ 2015	AEP works are carried out every two years and they have been established as per BASR 21.557  The Nassau Airport Development Co. has implemented and AEP and has slated a full scale exercise for their 2 year requirement for September 2015.

# OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>BHS Bahamas</b>										
AIM 349	CAR Implementation of Electronic Terrain and Obstacle Data (e-TOD), in accordance with Annex 15, para. 10.1.3 (Area 1) and 10.1.7 (Area 3)	Bahamas	e-TOD not yet implemented	MAR/ 2011	ICAO Regional Survey	B	Implement e-TOD State must prepare an Action Plan.	CAD	DEC/ 2012	The area 1 should be implemented since November 2010
AIM 369	CAR Annex 15, Chap. 3, para. 3.3 and Chapter 5 and Doc 8126, Chap. 3, para. 3.2.4 and Chap. 6	Bahamas	NOF under ATM NOTAM requires to be associated with AIM as indicated by ICAO SARPs	JUN/ 2010	ICAO AIM Regional Officer 24-25 June 2010	A	NOF Bahamas requires to be restructured properly in functions and organization, in the AIM area as part of the Integrated Aeronautical Information Package (IAIP)	CAD	DEC/ 2012	NOTAM areas requires to implement a permanent Training and/or refresher courses programme for all personnel
AIM 370	CAR Annex 15, Chap. 3, para. 3.7, App 7 Appendix 7, Doc. 8126, Chap. 1 para. 1.4 and Doc. 9674, Implementation of WGS-84/EGM96	Bahamas	Update primary and secondary aerodrome WGS-84 points reference system for international air navigation, including vertical reference (EGM96)	JUN/ 2010	ICAO AIM Regional Officer, Visits 24 to 25 June 2010	A	New survey is required for all airports, nav-aid, facilities described in Annex 15 and Doc 9674	CAD	DEC/ 2012	Common coordinated air navigation reference for Horizontal (Latitude and Longitude) and Vertical systems with specifications that governing determination and reporting (accuracy of field work and data integrity) of elevation and geoid undulation at specific positions at aerodromes/heliports are given in Annex 14, Volumes I and II, Chapter 2, and Table A5-2 and Table 2 of Appendices 5 and 1, respectively
AIM 371	CAR Annex 15, Chap. 3, para. 3.2 and Doc. 8126, Chap. 1, para. 1.3 Implementation of Quality Management System (QMS) at the AIM	Bahamas	Lack of implementation of a quality management system (QMS) to the Integrated Aeronautical Information Package that contains critical and safety information/data for users and could affect aircraft operations	JUN/ 2010	It must be developed an Action Plan.	A	Annex 15, Para 3-2 Implementation of Quality System at the AIS	CAD	DEC/ 2012	Quality management measures will be re-enforced to ensure the required level of quality of the aeronautical information (accuracy resolution and integrity) for RNAV and RNP procedures that are published in the AIP of the Bahamas

# OUTSTANDING DEFICIENCIES

## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIM 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
AIM 373 CAR	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	Bahamas	Low level of training in AIS and NOTAM personnel	JUN/ 2011	ICAO AIM Regional Officer, visit date: 24 - 25 June 2010	A	Minimum compliance with Part E-3 from Doc. 7192-AN/857 (Training manual) under TRAINAIR Methodology	CAD	DEC/ 2012	In regard to recent changes included in AMD 36 to Annex 15 it is urgent to comply with training requirements
AIM 374 CAR	ICAO Roadmap for the transition from AIS to AIM	Bahamas	Lack of implementation plan for the Transition from AIS to AIM	JUN/ 2010	ICAO AIM Regional Officer, visit date: 24-25 June 2010	A	Review of the AIS Service organization and its transition to AIM, and the interaction with the ATM operational concept	CAD	DEC/ 2012	Planning and development the transition to AIM

# 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
<b>BHS Bahamas</b>										
ATM 18 CAR	Use of the aeronautical phraseology	Bahamas	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	SEP/ 2000	ATS/SG/9, RO ATM/SAR mission in April 2005.	A	Continuous training and supervision in the use of aeronautical phraseology is required, in accordance with what is stated in Doc 4444 PANS-ATM.	CAD Bahamas	DEC/ 2012	The Bahamas is in the process of converting to complete ICAO procedures and phraseology.
ATM 82 CAR	Annex 1, Annex 11, Doc 9854, Doc 9750, Doc 9426	Bahamas	There is no training programme that complies with the required aspects for the staff competence in different specialized ATS fields.	NOV/ 2007	Develop and implement a training programme during the next 5 years, according to the ICAO guidelines and to define selection of policies and the required training programmes, in order that the ATS staff efficiently perform its tasks and responsibilities related to their position including: <input type="checkbox"/> basic training programmes; <input type="checkbox"/> familiarization training or introductory programmes; <input type="checkbox"/> recurrent training programmes; <input type="checkbox"/> professional improvement training programmes; and, <input type="checkbox"/> postgraduate training programmes.	A	BCAA should develop an ATM training programme for the next 5 years.	CAD Bahamas	DEC/ 2012	
ATM 83 CAR	Annex 11, Doc 4444, Doc 9859	Bahamas	ATS safety management programmes should be developed or implemented, according to Annex 11 requirements.	DEC/ 2007	Implement the required ATS safety management programmes that include: <input type="checkbox"/> publication of safety management regulations, which covers the aspects related to the protection of information; <input type="checkbox"/> utilize the progress achieved in the ATS quality assurance programmes as a platform for a safety management system (SMS) evolution. <input type="checkbox"/> evaluate the incident and accident events, in order to establish the corresponding safety management programmes; <input type="checkbox"/> assigned a sufficient number of ATS personnel qualified to develop and monitor the ATS management safety programmes; <input type="checkbox"/> implement an ATS management training programme so that the assigned personnel could perform its functions.	A	BCAD should implement SMS for ATS in accordance with ICAO SARPs.	CAD Bahamas	DEC/ 2012	

# 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 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	BCAD should ensure that ARO personnel comply with required competencies.	CAD Bahamas	DEC/ 2012	
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	BCAD should develop and implement an ATM implementation programme in accordance with the NAM/CAR Regional Performance-based Air Navigation Plan (NAM/CAR RPBANIP)	CAD Bahamas	DEC/ 2012	
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	BCAD to conduct an ATS capacity analysis.	CAD Bahamas	DEC/ 2012	
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	BCAD should implement hurricane and volcanic ash procedures.	CAD Bahamas	DEC/ 2012	

# 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 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	BCAD should ensure provision of ICAO Documents to ATS units.	CAD Bahamas	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
<b>BHS Bahamas</b>										
CNS 49	CAR Radio Navigation Aids (Table CNS 3) VOR/DME West End	Bahamas/West End	The VOR/DME stations is established in the FASID, but it is not implemented.	JAN/ 2004	ICAO CNS Regional Officer Visit - December 2014	B	This station must be implemented for the West End Intl. Airport, Grand Bahamas Island.	Civil Aviation Department of Bahamas		
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 2014	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/ 2015	New AMHS System not implemented.
CNS 84	CAR Annex 10, Vol. I, Chap 2, 2.8	Nassau TWR/APP	There is no information on the operational status of navaids available essential for approach landing and departure. There is no remote monitoring of navaids available on operational control units.	DEC/ 2009	ICAO CNS Regional Office Visit - December 2014	A	Implement remote monitoring of navaids	Civil Aviation Department of Bahamas	DEC/ 2015	A VOR/DME monitor was implemented in the Control Tower, but an ILS monitor is still missing; similarly, the VOR/DME monitors should be available at the Nassau APP
CNS 85	CAR Annex 10, Vol. I, Chap 2, 2.2	Nassau APP/TWR	No register of navaids flight inspections nor ground tests	DEC/ 2009	ICAO CNS Regional Officer Visit - December 2014	A	Follow-up periodic ground and flight tests/inspections and its corresponding register of the navaids performance	Civil Aviation Department of Bahamas	DEC/ 2015	Even though VOR and ILS flight checks were conducted in 2014, no ground check registers are available
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/ 2015	

# 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
<b>BHS Bahamas</b>										
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.	MET Department	DEC/ 2014	
MET 46	CAR Annex 3, Part 1, Chapter 5, 5.8, FASID Table MET 2A	Bahamas	ATS do not transmit all special regularly AIREP to MET dependency. Disseminate air notifications to required location in accordance with FASID Table MET 2A.	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.	CAD	JUL/ 2012	
MET 93	CAR Quality Management System (QMS) Aeronautical Meteorology Services - Compliance with Annex 3, Chapter 2, 2.2.1 and 2.2.3, CAR/SAM ANP FASID Vol II	Bahamas	A properly organized quality system comprising procedures and resources necessary to provide for the quality management of the meteorological information supplied for international air navigation has not been established by Bahamas Meteorological Service Division	DEC/ 2011	ICAO visit 12 - 13 December 2011	A	The BCAD should ensure that the Meteorological Department establishes a properly organized Quality Management System (QMS) including procedures and resources necessary to provide for the quality management of the meteorological information supplied for international air navigation.	MET Department	SEP/ 2013	
MET 94	CAR Annex 3, Chapter 7, paragraph 7.4.1	Bahamas	Bahamas MET Department does not issue wind shear warning for aerodromes where wind shear is considered as a safety factor nor does it issue AIRMET information in accordance with the provisions of ICAO Annex 3.	DEC/ 2011	ICAO visit 12 - 13 December 2011	A	The BCAD should establish a system to ensure that the MET Department issue wind shear warning for aerodromes where wind shear is considered as a safety factor as well as AIRMET information.	Civil Aviation Department	MAR/ 2012	

# 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
<b>BRB Barbados</b>										
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.	DEC/ 2012	ICAO Visit May 2008 and Letter Ref.: 15/B14/2-2/1-6 dated 10 August 2012.	A	Provide runway end safety areas by extending the platform or reducing the declared distances.	Barbados	DEC/ 2012	RESAs - exist for both runways. However, RESA at RWY 09 end is to be resurfaced. Compacting of the surface commences in August and is to be completed by 31 December 2012.  RESAs have been implemented for both runways. Resurface of RESA at RWY 09 end is complete and compacted.
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.	MAY/ 2008	ICAO Visit May 2008 and Letter Ref.: 15/B14/2-2/1-6 dated 10 August 2012.	A	The taxiways need to be repaired; there is a proposed plan to resurface the taxiways and provide signage in the short term.	Barbados	DEC/ 2012	Aerodrome Operator is in possession of new backlit signage with taxiway markings however, electrical failure has delayed the completion of installation. Completion date of signage and distance to go marker boards installation in December 2012.  New lit signage for the taxiways has been completed. One sign to be reoriented on shoulder of TWY A. Work on taxiways B,C, K, J earmarked for rehabilitation with RWY 09. Last update was scheduled for 2015.

# 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 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 and Letter Ref.: 15/B14/2-2/1-6 dated 10 August 2012.	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	DEC/ 2012	Increase of the width of taxiways remains outstanding. Work expected to commence after re-designation of the taxiways is complete in December 2012. All taxiway shoulders are graded however, upgrading is scheduled for November 2012.
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		Barbados		The apron markings and safety lines have been implemented. Gates have been repainted and additional parking gates installed.
<b>BRB Barbados</b>										
AIM 350 CAR	Implementation of Electronic Terrain and Obstacle Data (e-TOD), in accordance with Annex 15, para. 10.1.3 (Area 1) and 10.1.7 (Area 3)	Barbados	e-TOD not yet implemented	MAR/ 2011	ICAO Regional Survey	A	Implement e-TOD State must prepare an Action Plan.	Barbados	DEC/ 2018	
AIM 403 CAR	Annex 15, Chap. 3, Para. 3.2, Doc 8126, Chap. 1, Para. 1.3	Barbados	QMS is not fully implemented			A	Prepare an action plan for QMS AIM Implementation	CAD	DEC/ 2016	Possible agreement with Trinidad and Tobago for QMS
AIM 404 CAR	Annex 15, Chap. 3, Doc 8126, Chap. 3, Para. 3.3	Barbados	Lack of training of AIM personnel			A	Prepare an action plan and train AIM personnel	CAD	DEC/ 2016	Possible agreement with Trinidad and Tobago for QMS
AIM 405 CAR	ICAO Doc 8126, Chap. 8, Appendix C to Chap. 8, Roadmap for the transition from AIS to AIM	Barbados	Lack of AIM Automation Plan. There is a growing need for automated information and data in electronic formats.			A	Develop an Action Plan regarding the implementation of AIM Automation	CAD	DEC/ 2018	

# 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
<b>BRB Barbados</b>										
CNS 146	CAR Annex 10, Vol. I, Chap. 2, 2.2	Adams TMA	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	Barbados Civil Aviation Department (CAD)	APR/ 2010	
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	
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	
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.
<b>BRB Barbados</b>										
MET 95	CAR Annex 3, Chapter 2, 2.2.1 RP 2.2.2 & 2.2.3	Barbados	A properly organized quality system comprising of procedures and resources necessary to provide for the quality of management of the meteorological information supplied for international air navigation has not been established by Barbados Meteorological Service Department.	SEP/ 2011		A	The BCAA should ensure that the Meteorological Service Department establishes a properly organized quality system including procedures and resources necessary to provide for the quality of management of the meteorological information supplied for international air navigation.	Meteorological Service	SEP/ 2012	

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>BLZ Belize</b>										
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	2014	BACC has removed all vegetation, but needs to provide a runway strip of 300 meters and level the existing ground. Date postponed for 2017.
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	2014	For Runway 25, the stop way has been eliminated but filling of the terrain is required to provide RESA. December 2018
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	2014	The vegetation has been removed, however there are several structures infringing on the transitional limitation surfaces, including the tails of aircraft parked on the apron.
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	2014	
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	2014	BACC will order new light fixtures for airfield signs.
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	2014	The reconstruction of taxiway A shoulders has been included in Phase II of the airport project. BACC will look at conducting remedial repairs for the worse sections in 2014.
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 checking the regulation. Process must be accelerated.	Belize	2014	The process has started and will continue to work with DCA to fully comply

# 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 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	2014	The runway shoulders are in good condition and need to remove some growth around lights. This will be done as a part of phase II of the airport project
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	2014	Some works have commence in leveling the terrain and will continue once the vegetation has been removed.
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	2014	The structure infringing the inner transitional surface should be relocated
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	2014	
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	2014	The wind direction has been installed; however, lighting is required
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	2014	
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	2014	

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>BLZ Belize</b>										
AIM 351	CAR Implementation of Electronic Terrain and Obstacle Data (e-TOD), in accordance with Annex 15, para. 10.1.3 (Area 1), App 8 and Doc 9881.	Belize	e-TOD, Area 1, not yet implemented	MAR/ 2011	ICAO Regional Survey	A	Implement e-TOD State must prepare en Action Plan.	DCA	JUL/ 2012	Action plan should be prepared and submitted to ICAO NACC Office
AIM 378	CAR Annex 15, Chap 3, Para 3.2.4. Doc 8126, Chap 3, Para 3.3.2, Doc 7192, Part E-3 (Roadmap for the transition from AIS to AIM, Phase 3	Belize	Basic AIS-021 and AIS-024 training; introductory and familiarization AIM training (AIM, QMS, AIXM, e-TOD, Databases, GIS, etc.	NOV/ 2011	Plan and develop with COCESNA/ICCAE, an action plan for training of human resources required in preparation for the transition to AIM	A	Develop a training programme for differente AIM specific areas in support to the transition	DCA	JUL/ 2013	Develop a detailed training action plan
AIM 379	CAR Annex 15, Chap 3, Para 3.6.7, Doc 8126, Chap 3, Para 3.3.3, ICAO Circ 241, ICAO Circ 247 and AIM Human Factors Guidelines for GREPECAS	Belize	Observe and comply with ICAO Recommendations from referenes in order to mitigate the effects of inadequate office conditions that could affect to AIM personnel	NOV/ 2011	An action plan must be developed.	A	AIM, NOTAM and ARO/PIB will be relocated to new facilities	DCA	JUL/ 2012	Action Plan for relocation is in progress
<b>BLZ Belize</b>										
CNS 182	CAR Annex 10, Vol. 5, section 4.1.3.2 CAR/SAM ANP Doc 8733, Vol. I. Part I, pa. 61	Belize APP	Overloaded use of AMS VHF frequencies and correct use of 122.8 MHz for common broadcast communications	JUN/ 2011	ICAO visit - 29 June to 1 July 2011	A	a) Continue informing on the correct use of these frequencies b) Evaluation of the use of these frequencies in Belize TMA and operation update/or an ATC sectorization can bring improvements c) Request from ICAO a secondary frequency for APP service d) Include in Circular that frequency 123.450 MHZ is the assigned regional frequency as defined in CAR/SAM ANP Doc 8733  Previous deadline: December 2011 Deadline defined in the February 2017 TEAM Mission: March 2017	BDCA	MAR/ 2017	

# 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
<b>BLZ Belize</b>										
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		Ensure the implementation of the required RVR. Visit 31 January to 2 February 2017.
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				To reformulate the deficiency emphasizing the criteria applicable to observing and reporting of meteorological elements. Priority A. Responsible RO/MET - deadline 13 April 2017  To evaluate in coordination with National Meteorological Service the process for the acquisition of an automatic observing system to ensure compliance with Annex 3 SARPs. Responsible Mr. Gilberto Torres - deadline 13 April 2017

# 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
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				To reformulate the deficiency emphasizing the criteria applicable to observing and reporting of meteorological elements. Priority A. Responsible RO/MET - deadline 13 April 2017.  To evaluate in coordination with National Meteorological Service the process for the acquisition of an automatic observing system to ensure compliance with Annex 3 SARPS. Responsible Mr. Gilberto Torres.

# 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
<b>BON Bonaire</b>										
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		
<b>BON Bonaire</b>										
MET 114	CAR Relay of air-reports by ATS units (Annex 3, Part 1, Chapter 5, standard 5.8)	Bonaire	ATS dependencies do not transmit regularly all special AIREPs 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.			

# OUTSTANDING DEFICIENCIES

## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIM 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

**VGB British Virgin Islands**

AIM	386	CAR	Implementation of Electronic Terrain and Obstacle Data (e-TOD), in accordance with Annex 15, para. 10.1.3 (Area 1) and 10.1.7 (Area 3)	British Virgin Islands	e-TOD not yet implemented	MAR/ 2011	ICAO Regional Survey	A	Implement e-TOD. State must prepare an Action Plan	British Virgin Islands	DEC/ 2018	Require to include e-TOD specifications
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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	
<b>CYM Cayman Islands</b>											
AGA	2 CAR	Runway Geometry (Annex 14, Vol. I, Chap. 3.1 & 3.2)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	Runway shoulders are not provided as specified in Annex 14, Vol. I, 4th Ed., Section 3.2.1	OCT/ 2000	ICAO Visit October 2000	B	Provide runway shoulders during next runway upgrading. Action Plan: Specified runway shoulder to be provided subject to implementation of airport development master plan. Reduced data published in AIP.	Cayman Islands	DEC/ 2008	Delayed implementation of airport development master plan.
AGA	6 CAR	Taxiway Parallel to Runway (ANP, Table AOP 1 and Table 3-1 of Annex 14 Vol. I, 4th Edition Chap. 3, 3.9.8, 3.9.12)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	No parallel taxiway to the runway as referenced in ANP, Table AOP1	OCT/ 2000	ICAO Visit October 2000	B	Provide a full-length parallel taxiway. Action Plan: Provide a parallel taxiway. Subject to airport master plan implementation date. Difference published in AIP.	Cayman Islands	DEC/ 2008	Delayed implementation of airport development master plan.
AGA	12 CAR	Runway Strip (Annex 14, Vol. I, 4th Edition, Chap. 3.4, 3.4.2)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	Runway strip length at the eastern runway end does not comply with Annex 14 Vol. I, 4th Ed., Section 3.4.2	OCT/ 2000	ICAO Visit October 2000	A	Extend the runway strip or reduce declared distances. Action Plan: Provide runway strip. Subject to airport master plan implementation date. Difference published in AIP.	Cayman Islands	DEC/ 2007	Delayed implementation of airport development master plan.
AGA	22 CAR	Runway End Safety Area (Annex 14, Vol. I, 4th Edition, Chap. 3.5.1)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	No runway end safety area is provided at the eastern runway end as specified in Annex 14 Vol I, 4th Ed., Section 3.5.1	OCT/ 2000	ICAO Visit October 2000	A	Provide runway end safety areas by extending the platform or reducing the declared distances. Action Plan: Provide runway end safety area.	Cayman Islands	DEC/ 2007	Delayed implementation of airport development master plan.
AGA	26 CAR	Obstacles (Annex 14, Vol. I, 4th Edition, Chap. 4.2.12)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	Obstacles exist in the transitional obstacle limitation surface, including roads, housing, fencing, trees and the tails of aircraft parked on the aprons - Ref. Annex 14 Vol I, 4th Ed., Section 4.2.12	OCT/ 2000	ICAO Visit October 2000	A	Eliminate obstacles by relocating facilities and during the next apron re-configuration. Action Plan: Obstacles lit and facilities removed where practical. Information published in the AIP.	Cayman Islands	DEC/ 2006	Delayed implementation of airport development master plan.
AGA	27 CAR	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2.20 & 4.2.21)	Cayman Islands, CAYMAN BRAC, Gerrard Smith Intl	Obstacles exist in the transitional obstacle limitation surface, including road, buildings and trees - Ref. Annex 14 Vol I Section 4.2.12	OCT/ 2000	ICAO Visit October 2000	A	Eliminate obstacles by relocating facilities. Action Plan: Obstacles lit. Trees removed where practicable. Information published in AIP.	Cayman Islands	JAN/ 2001	Land owner jurisdiction and insufficient enforcement regulations.

# 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.
<b>CYM Cayman Islands</b>										
AIM 394	CAR Annex 15, Par 10.1.3 (Area 1) and Par 10.1.7 (Area 3)	Cayman Islands	e Tod has not been implemented yet	MAR/ 2011	Regional Survey from ICAO	B	Implementation of e Tod, State must prepare an action plan	CCAA	DEC/ 2013	
<b>CYM Cayman Islands</b>										
CNS 60	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		

# 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
<b>COCE COCESNA</b>										
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.		NACC/DCA/6	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 and ADS-B space based.	COCESNA	DEC/ 2017	New plans for ADS-C and CPDLC usage.

# 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
<b>CRI Costa Rica</b>										
AGA 224	CAR Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.3 & 6)	Costa Rica, ALAJUELA/ SAN JOSE, Intl Juan Santamaria	The runway strip width is insufficient and it has objects such as construction equipment, aircraft containers, aircraft parked on the apron, fencing and taxiways, especially on the east end of the runway	MAR/ 2002	ICAO Visit March 2002, September 2006 and July 2014	A	Eliminate runway strip objects	Costa Rica	NOV/ 2018	An air study will be carried out, determining the risk exposure, will be published in the AIP. 1) There is a project to be equipped by RESA to Runway 07/25, which will allow to equip the west strip from runway 07. 2) Will be published in the AIP  Is considered within the process of certification of MROC airport. December 2016
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 and July 2014	A	Rellocat and/ or eliminate obstacles in the transition surfaces	Costa Rica	DEC/ 2015	An aeronautical study will be made, determining risk exposure, it will be published in the AIP. Obstacles will be published in the AIP. There is a project to relocate sheds including COOPESA .
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 and July 2014	A	Runway 25 should have a lighting system for nocturnal operations.	Costa Rica	JUN/ 2016	a) Updating in obstacle levelling is being carried out, the outcomes will be provided in June 2015, declared and published ranges will be published and updated according to the study results by December 2015.  b) the pending approach system will be proyected by beginnings of 2016.

# 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 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 and July 2014	A	Provide visual approach slope indicator system	Costa Rica	DEC/ 2016	a) Updating in obstacle levelling is being carried out, the outcomes will be provided in June 2015, declared and published ranges will be updated according to the study results by December 2015.  b) the pending approach system will be projected by beginnings of 2016.
AGA 425 CAR	Runway Strip (Annex 14, Vol.I, Chap.3 & 3.4.8)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaria	Runway strip on the East side is affected by superficial sewage	SEP/ 2006	ICAO Visit July 2014	A	It should be tubed and marked	Costa Rica	DEC/ 2016	Initial formulation of the project will be managed in order to define financial mechanism and execution period. It will be published in the AIP  Completion Date: December 2016
AGA 426 CAR	Runway Strip (Annex 14, Vol.I, Chap.3 -3.4.2, 3.4.8 & 3.4.14)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaria	There is a road located in the sector before threshold 25 that is very close to the Runway	SEP/ 2006	ICAO Visit July 2014	A	trucks and vehicles are obstacles to operations.	Costa Rica	DEC/ 2016	A technical viability study will be carried out in order to be included in the next master plan modificación, or by an investment mechanism  There is an existing CONAVI project, but its execution depends on the Airport.
AGA 427 CAR	Runway End Safety Area (Annex 14, Vol.I, Chap. 3.5, 3.5.1 to 3.5.11)	Costa Rica, ALAJUELA, San José, Intl. Juan Santamaria	Runway 05/27 does not have RESA	SEP/ 2006	ICAO Visit July 2014	A	Provide RESA or reduce declared distances	Costa Rica	DEC/ 2018	A technical viability study will be carried out in order to be included in the next master plan modificación, or by an investment mechanism  In process  There is a project to provide with RESAS both runways.

# 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 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 July 2014	B	To study the location of a rapid exit taxiway	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 July 2014	A	Lightning the constructions and electrical intallations	Costa Rica	JUL/ 2016	based on the aeronautical and obstacles studies that will be carried out in relation with deficiency AGA 226 will determine which obstacles will be lighted. Once this study is carried out the infomation will be published in the AIP.  COMPLETION DATE: July 2016
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 July 2014	A	This non-compliance to be published in the AIP and the established procedures for aircraft operations in these conditions.	Costa Rica	DEC/ 2019	Runway and taxiway separation is mitigated by ATC procedure by aircraft taxiing D/C and C/C.  Terrain leveling will be performed by the Boque X project which is included within Master Plan by December 2019
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 July 2014	A	Review, sign and re-install runway threshold lights and wing bar, as necessary	Costa Rica	DEC/ 2015	

# 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 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 July 2014	A	Elaborate a Maintenance Program and elaborate measured friction of the runway	Costa Rica	DEC/ 2015	DGAC Aeronautic infrastructure has generated an overall project (ICAO Agreement) for asphaltic runway land rug renwal, which considers a maintenance plan for aprons and drainages.  On January 8, 2014 ICAO terms of reference were submitted. First project phase - Consultancy - End of 2014. Second project phase - work start - End 2015. Refer to note: DGAC-IA-OF-1092-2013
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 July 2014	A	Provide RESA	Costa Rica	DEC/ 2016	Asphalt pavement overall project was considered to be managed by ICAO.  Refer to note: DGAC-IA-OF-1092-2013.  In progress
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 July 2014	A	Provide a visual approach slope indicator systems	Costa Rica	DEC/ 2016	Asphalt pavement overall project was considered to be managed by ICAO.  Refer to note: DGAC-IA-OF-1092-2013.  In progress
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 July 2014	A	Provide signs that comply with standards	Costa Rica	DEC/ 2016	Asphalt pavement overall project was considered to be managed by ICAO.  Refer to note: DGAC-IA-OF-1092-2013.  In progress

# OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>CRI Costa Rica</b>										
AIM 352 CAR	Annex 15, para. 10.1.3 (Area 1) and App B, Doc 9881	Costa Rica	Implementation of Electronic Terrain and Obstacle Data (e-TOD)  e-TOD not yet implemented	MAR/ 2011	ICAO Regional Survey	A	Implement e-TOD State must prepare an Action Plan.	DGAC	DEC/ 2018	During the last mission in 2015, it was reported that Area 1 is in progress in coordination with the cartography agency. Area 2 is planned to be initiated under the action plan.  In process

# 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
<b>CRI Costa Rica</b>										
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	August 2013 a) Follow-up on tests with specialized company of possible solution to the communication limitation between ATC and Control Tower with nav aids through radio equipments with International Airports Juan Santamaria and Daniel Oduber Quiros. b) Investigatio on other technical alternatives different to the one mentioned. c) Definition of technical specifications and quotation of required equipments. d) Definition of resources assignment for the required purchases. e) Equipment acquisition f) Installation and equipment test	DGCA Costa Rica/COCESN A	DEC/ 2015	Activities Status: a) Closed b) Closed c) Closed d) Open - New proposed date: February 2014 e) Open - New proposed date: march to october 2014 f) Open - New proposed date: november to december 2014
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  New corrective action: 20 May 2014. Air Navigation Direction is developing the Air Navigation National Plan, this plan is 60% developed expecting to have 100% in December 2014.	DGCA Costa Rica	DEC/ 2015	1) personnel sent to ICAO ASBU Workshop 2) ANI/WG/1, held at Mexico City, August 2013 3) DGAC-DG- OF- 1501-13 note as evidence 4) it is planned to have a Draft plan for April 2014
CNS 257	CAR Annex 10, Chap. I, para. 2.4, Doc 8071, Vol I, Chap. 2 , para 2.2.36	ILS GUA	From the flight inspection report, several ditches and mounds of dirt close to the gliding line were observed, which could degrade the quality of the radio aid signal	FEB/ 2013		A	Perform environmental monitoring (infringements around the nav aids free obstacles area were observed) and require removal/stop of works - August 2013	DGAC Costa Rica/COCESN A	DEC/ 2015	In August 2013 DGAC-NAV-332-13 letter was sent. Subject: Action plan to DGAC Infrastructure Unit Infrastructure unit responds with DG-OF-0525-2013 letter

# 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 258 CAR	PNA CAR/SAM, Vol. I, Part 1, para. 54	AMHS System	Addressing IPv4 Regional scheme has not been implementation	FEB/ 2013		B	To implement the addressing IPv4 scheme agreed for the CAR/SAM Regions a) Verify the ICAO addressing IPv4 scheme assigned by CRI b) With the scheme assigned for CRI, the addressing IPV4 change proceeds to March 2015.	COCESNA	DEC/ 2018	Activity Status:  a) Closed : Proposed date : from august to september 2013 b) Open: It will be verified in the proposed dates when the changes are required, as indicated in the implementation status.
CNS 259 CAR	Annex 10, Vol. II, 2.4/2.6 PNA CAR/SAM, Vol. I, Part IV, Para. 20 y 51. Doc 9718, Chap. 5	DGAC Costa Rica	No specific procedures for the damaging interferences notification and the allocation/ de-allocation of frequencies has been established	FEB/ 2013		B	Establish specific procedures for: •damaging interferences notification; and •coordination of allocation/de-allocation of frequencies. Include in the procedures the ANP application of the CAR/SAM Regional agreements, particullary in the use of sub-bands of the radioelectric spectrum and the minimums of separation (frequency and geographic)	DGAC Costa Rica	AUG/ 2015	The Ministry of Scieencie and Technology is reviewing the specific procedures for its approval.  In Process

# 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
<b>CUB Cuba</b>										
AGA 90	CAR Runway Strip (Annex 14, Vol. I, Section 3.4, 3.4.6, 3.4.7)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Runway strip width is insufficient and contains objects in the following areas: East runway end – fence, road & sea West runway end, north side – fence, road, terrain and buildings Central portion south side – fence & terrain	JUL/ 2001	ICAO Visits July 2001 & May 2008	A	Remove or modify objects located in the runway strip and widen the runway strip. Reduce the runway declared distances by approximately 100 m. Action Plan: Development of new apron planned.	Antigua and Barbuda, ECCAA	DEC/ 2005	There is an ongoing construction project in place.
AGA 132	CAR Runway Strips (Annex 14, Vol. I, 5th. Edition, para. 3.4.3 and 3.4.6)	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	DEC/ 2013	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.  An aeronautical study was made and works are under progress in the Legal Process for the recovery of the runway strip.
AGA 140	CAR Visual Aids (Annex 14, Vol. I, 5th Edition, para. 5.3.4.1 to 5.3.4.21 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	DEC/ 2013	
<b>CUB Cuba</b>										
AIM 353	CAR Implementation of Electronic Terrain and Obstacle Data (e-TOD), in accordance with Annex 15, para. 10.1.3 (Area 1) and 10.1.7 (Area 3)	Cuba	e-TOD not yet implemented	DEC/ 2011	ICAO Regional Survey	B	Implement e-TOD State must prepare an Action Plan.	Cuba	DEC/ 2018	Cuba has prepared its Action Plan.  In progress  Implement Etod. State must prepare an Action Plan.  An action plan to implement the e-TOD exists, it should be implemented by 2018 for the airports with more than a thousand operations per month.

# 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
<b>CUB Cuba</b>										
MET 32 CAR	CAR/SAM ANP MET Requirements, Table AOP 1.	Cuba	RVR has not been implemented in MUVR, MUHG and MUCC.	JUN/ 1996	On 1 November 2016 Cuba reported that the RVR from MUVR and MUHG has been installed and will start operating in 2017.  The RVR from MUCC will be installed in 2017 and will start operating in 2018.	B	Request ICAO a proposal for amendment of the CAR/SAM ANP FASID Table AOP1 Completion date: Boyeros - December 2006 Varadero - December 2007 Camagüey - the requirement will be deleted when requesting the elimination of the main runway Cat 1  On 1 November 2016 Cuba reported that the RVR from MUVR and MUHG has been installed and will start operating in 2017.  The RVR from MUCC will be installed in 2017 and will start operating in 2018.	ECASA	DEC/ 2018	

# 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
<b>CU Curaçao</b>										
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	The Airport operator is proposing an (IALS) intermediate approach landing system. This has been approved by the CCAA. Will be implemented in 2016.	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.	CCAA	FEB/ 2013	High cost of provision and pilot reports of blinding by existing lights.  The airport operator has contracted an expert to do an assessment and Airport operator will send an official report to CCAA with the first assessment and recommendations. The deadline is end February 2013.  Completion date: 2016
AGA 577 CAR	Runway End Safety Areas (Annex 14, Vol. 1, Chap. 3, 3.5.1, 2 & 4)	Curaçao	The runway end safety areas (RESAS) at both runway ends need to be graded.	JUN/ 2012	ICAO Visit June 2012	A	Provide graded runway end safety areas at both runway ends.	Netherlands Antilles	DEC/ 2013	CAP has contracted an expert to conduct an assessment and CAP is pending the report of this assessment.
AGA 578 CAR	Visual Aids (Annex 14, Vol. 1, Chap. 5, 5.4.1.1, 5.4.1.3 – 5.4.1.10, 5.4.2 & 5.4.3)	Curaçao	There are several mandatory instruction signs and information signs missing on the runway and taxiways. The markings are faded on runway and taxiways.	JUN/ 2012	ICAO Visit June 2012	A	Mandatory instruction signs shall include runway designation signs, Cat 1, holding position signs; runway-holding position signs; road holding position signs, and NO ENTRY signs located at TWY/RWY intersection. The information signs shall be provided to identify a specific location or routing (direction or destination)	Netherlands Antilles	DEC/ 2015	Markings have been completed. Signage still pending Deadline December 2015
AGA 579 CAR	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2.1)	Curaçao	The apron surface has many cracks and loose material.	JUN/ 2012	ICAO Visit June 2012	A	Repair the apron surface and consider overlaying the pavement surface.	Netherlands Antilles	DEC/ 2013	Execution starts in July 2013
AGA 583 CAR	Disabled Aircraft Removal Plan (Annex 14, Vol. I, RP 9.3.1 – 9.3.2)	Curaçao	There is no Disabled Aircraft Removal Plan.	JUN/ 2012	ICAO Visit June 2012	A	A plan for the removal of an aircraft disabled on or adjacent to the movement area should be established and a coordinator designated to implement the plan.	Neetherlands Antilles	APR/ 2013	In progress, deadline April 2013

# 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 585 CAR	Obstacle Limitation Surfaces (Annex 14, Vol. I, 4.1.7 – 4.1.10, 4.2.7)	Curaçao	There is a housing development project in progress on the hilltop on the approach surface to RWY 10 constituting obstacles and restricting operations.	JUN/ 2012	ICAO Visit June 2012	A	Actions should be taken to prohibit new construction and remove the buildings in the approach surface.	Netherlands Antilles	JUL/ 2013	The CCAA, CAP and ROP (Urban Planning) had a meeting in which ROP was appointed to investigate and deny permit for construction of new houses on the mentioned area.  In progress, deadline July 2013
<b>CU Curaçao</b>										
AIM 330 CAR	Annex 15, Para. 3.2 Implementation of Quality Management System (QMS) at the AIS.	Curaçao	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	NOV/ 2013	Must be included in the Action Plan. Updated 2013 mission.	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.  Prepare and develop an action plan that considers the urgent implementation of the QMS in AIM	CCAA	NOV/ 2013	QMS Completion date is estimated by 2015
AIM 362 CAR	Implementation of Electronic Terrain and Obstacle Data (e-TOD), in accordance with Annex 15, para. 10.1.3 (Area 1) and 10.1.7 (Area 3)	Curaçao	e-TOD not yet implemented	DEC/ 2013	ICAO Regional Survey. Updated 2013 mission.	A	Implement e-TOD State must prepare an Action Plan.  Prepare and develop an action plan that considers the implementation of the e Tod Areas 1, 2 and 3	CCAA	DEC/ 2013	The Action Plan is planned to be completed during 2013
AIM 390 CAR	Annexes 15 and 4 ICAO Doc 8126, ICAO Roadmap for the transition from AIS to AIM	Curaçao	Insufficient trained personnel to develop the IAIP production in compliance with ICAO SARPs			A	Prepare and develop the respective continuous training programme for AIM personnel, in accordance with ICAO SARPs and the Roadmap for the transition from AIS to AIM	CCA	JUL/ 2013	The AIM Training Manual is under development
AIM 392 CAR	Annex 15 ICAO Doc 8733	Curaçao	The CCAA does not have an AIM representative, it is only represented and partially implemented in the DC ANSP. There must be an area to supervise and monitor the ANSP DC in AIM			A	Integrate an AIM trained representative in the CCAA organization to oversight AIM DC ANSP	CCAA	DEC/ 2013	

# 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
<b>CU Curaçao</b>										
ATM 135 CAR	Annex 1 Annex 11 Doc 9854 Doc 9750 Doc 9426	DCANSP	ATM training Plan. There is no training programme that complies with requirements for staff competencies in different specialized ATS fields.	JUN/ 2012		A	Develop and implement a training programme covering the next 5 year period in accordance with ICAO guidelines, in order for ATS staff to efficiently perform tasks and responsibilities related to their position including: <input type="checkbox"/> Basic training programmes <input type="checkbox"/> Familiarization training or introductory programmes <input type="checkbox"/> Recurrent training programmes <input type="checkbox"/> Professional improvement training programmes	DCANSP	JAN/ 2013	New deficiency
ATM 136 CAR	Annex 11 Doc 4444 Doc 9859 Circ 314	ATS Units	Lack of implementation of Safety Management System in ATS Units of Curaçao.	JUN/ 2012		A	Implement ATS safety management system, including: <input type="checkbox"/> Establish qualified personnel to perform regulatory and ATS safety oversight tasks <input type="checkbox"/> Promote specialized ATS personnel training to accomplish SMS functions <input type="checkbox"/> Develop an ATS safety programme in ATC units <input type="checkbox"/> Establish a runway safety programme with preventive measures to avoid runway incursions	DCANSP	JAN/ 2013	New deficiency
ATM 137 CAR	Doc 9426 Circ 241 Circ 247	ATS Units	Improvements required in the ATS Units in accordance with ICAO Human Factors.	JUN/ 2012		A	Implement improvements to mitigate noise, temperature, and health and hygiene in the TWR and ACC in accordance with the ICAO ATC human factors principles	DCANSP	JAN/ 2013	New deficiency
ATM 138 CAR	Doc 9426	ATS Units	Curacao Air Traffic Control Tower (TWR) personnel carry out administrative and platform control duties not in accordance with their ATC functions.	JUN/ 2012		A	Assign appropriate duties to ATC personnel assigned to the TWR in accordance with ICAO guidelines	DCANSP	JAN/ 2013	New deficiency

# 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 139 CAR	Annex 1 Annex 2 Annex 11 Annex 15 Doc 9426	ATS Units	Errors in data processing and dissemination of flight plans. The personnel assigned to the ARO at TNCC carry out the functions of dispatchers with inappropriate qualification, which creates errors and omissions in data processing and dissemination of flight plans between ATS Units.	JUN/ 2012		A	Implement a Dispatch and Flight Plan Control Office at TNCC in order to develop, approve, disseminate and monitor flight plan data between Unidades ATS including: •Assignment of corresponding tasks to designated personnel to develop, review and approve flight plans in accordance with ICAO guidelines • Improvement of the distribution process of flight plan data to civil and military units in accordance with established procedures and agreements.	DCANSP	JAN/ 2013	New deficiency
ATM 140 CAR	Doc 7300 Anexo 11 Doc 4444 Doc 9426 Doc 9854	ATS Units	Statement of the air traffic services (ATS) capacity and of the international airports of Curaçao FIR.	JUN/ 2012		A	Develop a study on air traffic services (ATS) demand and capacity including: •Determination of the number of ATC work positions required •Determination of the number of ATC personnel required to adequately cover ATC work positions •Determination of the number of administrative personnel to support ATS •Determination of the specialized personnel required to provide ATFM service •Determination of TNCC capacity	DCANSP	JAN/ 2013	New deficiency
<b>CU Curaçao</b>										
CNS 241 CAR	Annex 10, Vol. I, Chap 2, 2.4	"IATO" ILS	"IATO" ILS/localizer is out of service because of failure of the air conditioning unit and power supply. Batteries need to be replaced.	OCT/ 2012		A	•Repair and ensure adequate power supply to equipment with its corresponding grounding and electric protections •Replace batteries with sealed ones. •Repair air conditioners procuring redundancy for each ILS facility. •Evaluate navaid performance: ground test	CAP/CCAA	JAN/ 2013	

# OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>CU Curaçao</b>										
SAR 142 CAR Annex 12 Doc 9731 Doc 9750 Doc 8733		Curacao RCC	Improvements to Search and Rescue (SAR).	JUN/ 2012	New deficiency	A	Develop an action plan for SAR service implementation containing the following: <input type="checkbox"/> Review SAR legislation in order to register, develop and coordinate use of an ELT in 406 database <input type="checkbox"/> Publish SAR response capacity in the AIP <input type="checkbox"/> Establish SAR agreements with the adjacent RCCs	CCAA	JAN/ 2013	New deficiency

# 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
<b>DOM Dominican Republic</b>										
AGA 491 CAR	Bird Hazard (Annex 14, Vol. I, Chap. 9, 9.4.4)	Dominican Republic - Dr. Joaquín Balaguer International Airport (MDJB)	A garbage landfill exists in the surrounding area of the aerodrome.	JAN/ 2007	ICAO Visit January 2007	A	Coordinate actions with the Municipality in order to close or relocate the garbage landfill and repel the presence of birds in the surrounding area of the aerodrome.	Dominican Republic		Pending for execution.  Corrective actions: Coordinate actions with the Municipality for the closure or relocation of the landfill and avoid the presence of birds in the airport surroundings.
AGA 599 CAR	Annex 14, Vol. 1, Chap. 3, RC 3.4.10, 3.5.11)	Dominican Republic	The runway does not have a blast pad and at least one of the runway strips is not at the same level of the runway surface.	JUL/ 2013		A	The portion of the strip located at least 30 m before the threshold shall be prepared against blast erosion. Provide a blast pad. Levelled the portion of the longitudinal runway strip with the runway surface.	AERODOM	DEC/ 2013	Postponed to 2017.
AGA 600 CAR	Annex 14, Vol. 1, Chap. 5, par. 5.4.1.1, Figure 5.29)	Dominican Republic	Some information signs are not in compliance with standards (white separation mark between the runway designation and location.)	JUL/ 2013		A	Provide mandatory and information signs according to Annex 14, Vol. 1 requirements.	AERODOM/ IDAC	DEC/ 2013	
AGA 608 CAR	Annex 14, Vol. 1, Cap. 3, RC 3.4.10, 3.5.11)	Dominican Republic	It does not have an area to reduce the erosive effects of jet blast and propeller wash denominated as blast pad and at least one of the 17/35 runway RESA presents an even level in relation to the runway.	JUL/ 2013		A	The part of a strip located at least 30 m before the threshold has to be prepared against erosion produced by the engines stream, through the construction of an anti stream apron. The surface of the part of the strip adjacent to the runway, border or stop zone has to be in the same level of the runway surface.			
AGA 609 CAR	Annex 14, Vol. 1, Cap. 5, paragraph 5.4.1.1, Figure 5.29)	Dominican Republic	Some information signs have a white separation between the threshold emplacement and the taxiway.			A	Signs must be provided to indicate a mandatory instruction, an information on an emplacement or particular destination in the movement area or to provide other information. Refer to Fig. 5.29			

# 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 610 CAR	Annex 14, Vol. 1, Cap. 10, 10.3.1	Dominican Republic	Runway 17/35 contains rubber accumulation			A	It has to be removed from the paved runways surface, as soon as possible, in order to minimize the water, mud, sand, oil, rubber and others stagnation.			
AGA 611 CAR	Annex 14, Vol. 1, Cap.9, 9.1.1 – 9.1.6)	Dominican Republic	The airport emergency plan is not updated.			A	Amend the emergency plan of the airport and includes all types of emergencies described in 9.1.2.			
<b>DOM Dominican Republic</b>										
AIM 355 CAR	Implementation of Electronic Terrain and Obstacle Data (e-TOD), in accordance with Annex 15, para. 10.1.3 (Area 1) and 10.1.7 (Area 3)	Dominican Republic	e-TOD not yet implemented	MAR/ 2011	ICAO Regional Survey	B	Implement e-TOD State must prepare an Action Plan.	Dominican Republic		
<b>DOM Dominican Republic</b>										
ATM 145 CAR	Annex 2 Annex 11 Doc 4444 Doc 9859 Doc 9870	Dominican Republic	Lack of implementation of Runway Safety Team (RST) in the AIPC	AUG/ 2013		A	That, IDAC with AIPC operator, establish an RST for the implementation of safety improvements in the AIPC runway according to ICAO SARPs	IDAC	JAN/ 2014	
<b>DOM Dominican Republic</b>										
CNS 249 CAR	CAR/SAM PNA Doc 8733. Vol. I, Introductory Paragraph 9, Annex 10, Vol. I	ILS/DME ICDO	Operative problems that affect the equipment performance: • repairs are made with equivalent components not necessarily of the same quality as the original elements • Lack of transmission of identification - NOTAM A0486-10 • Corrosion in some metal structures like the air conditioning units in the shelter of the glide path.	OCT/ 2012		A	a) replace the ILS/DME equipment; b) Perform structural maintainance and corrosion control	IDAC CNS Department	JUL/ 2013	The equipment replacement is planned for 2014

# 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
<b>DOM Dominican Republic</b>										
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. The meteorologists issue for the superior level remains as a deficiency.	A	To use the regional projects of Technical Cooperation for the instruction at high level. Action Plan: There are requirements of specialized meteorological personnel in the Meteorological Aeronautical field.	States	DEC/ 2013	
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 special 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 aircrafts. Action Plan: The special AIREPs are not being transmitted in regular form, according to the requirements.	States	DEC/ 2012	
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	MDSR RVRs are not implemented or in operation.	JUN/ 1996	Plan the acquisition of or repair RVRs .	A	Evaluate the visual scope of the runway (RVR) for CAT I operations.	IDAC/ONAM ET	DEC/ 2013	They have plans to acquire a RVR.

# 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

### 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 tha canal 150mts, taking into account 75 mts on each side of the centre line on runway 07-25	El Salvador	DEC/ 2017	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.
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# OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>SLV El Salvador</b>										
AIM 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.  3th Edition of the AIP it's in process, will include both languages	ACC / CEPA	DEC/ 2013	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.  The AIP new edition preparation is ongoing, which will include both languages.
AIM 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 Management System	DEC/ 2005	Must be included in the Action Plan.	A	Relevant 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.  Preparation of an Action Plan it is required for the QMS Implementation in AIM	ACC / CEPA	DEC/ 2013	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.  The QMS manual and procedures associated with the ACC and CEPA are planned to be approved not later than December 2013
AIM 356	CAR Implementation of Electronic Terrain and Obstacle Data (e-TOD), in accordance with Annex 15, para. 10.1.3 (Area 1) and 10.1.7 (Area 3)	El Salvador	e-TOD not yet implemented	MAR/ 2011	ICAO Regional Survey	B	Implement e-TOD State must prepare an Action Plan.	El Salvador		Action Plan should be prepared and submitted to ICAO NACC Office

# 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
<b>SLV El Salvador</b>										
CNS 192	CAR CAR/SAM ANP, Doc. 8733 Vol. I. Introduction paragraph 9	ILS ICUS	The equipment is obsolete, no spare parts available requiring improvements in its maintenance and operation.	JUL/ 2011	ICAO Visit - July 2011	A	It has the ground-based augmentation installation project GBASCAT 1	CEPA	DEC/ 2015	
CNS 195	CAR Annex 10, Vol. I, paragraph 2.4 Doc. 8071, Vol. I, Ch. 2, paragraph 2.2.36	CVOR/DME YSV	Existence of metallic structures such as hangars and towers that could degradate the navaid signal quality. Likewise, it was informed of electric power problems coming from the MSSS terminal.	JUL/ 2011	ICAO Visit - July 2011	A	A DVOR will be implemented replacing the current equipment	Cocesna	DEC/ 2014	
CNS 199	CAR Annex 10, Vol. III, Cap. 9, Vol. IV, 2.1.6; CAR/SAM ANP, Vol. I, Part IV, pa. 44	AAC	No 24-bits aircraft address registry has been established.	JUL/ 2011	ICAO Visit - July 2011	B	Establish a 24-bits aircraft address registration.	AAC	FEB/ 2012	
<b>SLV El Salvador</b>										
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.  CEPA operator has presented his training plan to be developed during this year 2013 and the first semester of 2014, for all meteorological personnel according to the requirements related to qualifications and instruction of the 49th publication of the OMM	CEPA	JUN/ 2014	

# 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
<b>GRD Grenada</b>										
AGA 123	CAR Runway Strip (Annex 14, Vol. I, Chap. 3.4, 3.4.3, 6 & 15)	Grenada, ST. GEORGES, Point Salines Intl	Runway strip is deficient in width, transverse slopes and due to objects as follows: Topography, hangar, western runway end - both north and south corners, Hardy Bay, sea on south side, VOR/DME access road, sewage pond, standby generator, culvert headwalls, drainage ditch, and road, fence and buildings located at the southeast runway end	MAY/ 2001	ICAO Visit May 2001 & May 2008	A	Do not declare a stopway thereby reducing the runway strip length and the western end deficiencies. Delethalise VOR/DME access road embankment and Hardy Bay - Sea culvert headwalls. Widen runway strip by filling the water areas and remove or modify objects located in runway strip.	ECCAA	JUN/ 2003	
AGA 124	CAR Obstacles (Annex 14, Vol. I, Chap. 4, 4.2.10 & 12)	Grenada, ST. GEORGES, Point Salines Intl	Large aircraft tails when parked on the apron and topography are obstacles infringing in the transitional surface	MAY/ 2001	ICAO Visit May 2001 & May 2008	A	Future reconfiguration of the apron should consider eliminating this deficiency	Grenada		
AGA 125	CAR Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.5.1, 5.3.5.3 & 5.3.5.23 & ANP Table AOP1)	Grenada, ST. GEORGES, Point Salines Intl	No visual approach slope indicator system is provided for Runway 28	MAY/ 2001	ICAO Visit May 2001 & May 2008	A	Install visual approach slope indicator system for Runway 28 if approaches on Runway 28 are available	Grenada		
AGA 126	CAR Fencing (Annex 14, Vol. I, Chap. 9, 9.10.1.9.10.4 & 9.10.6)	Grenada, ST. GEORGES, Point Salines Intl	Fencing incomplete around perimeter	MAY/ 2001	ICAO Visit May 2001	A	Provide complete perimeter security barrier	Grenada	APR/ 2003	
AGA 127	CAR Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2, Rec. 9.2.22 & 26)	Grenada, ST. GEORGES, Point Salines Intl	Access from rescue and fire-fighting services facilities to the runway is not the most direct	MAY/ 2001	ICAO Visit May 2001 & May 2008	A	Designate a direct route across the apron to the existing access road to the runway to ensure minimum response times to both runway ends	Grenada	AUG/ 2003	
AGA 128	CAR Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2, Rec. 9.2.32 & 33)	Grenada, ST. GEORGES, Point Salines Intl	Present staff levels are considered inadequate for Category 9 with 7 plus a supervisor reported	MAY/ 2001	ICAO Visit May 2001 & May 2008	A	Staff levels should be increased to 9 plus supervisor for Category 9 and 3 vehicles	Grenada	MAR/ 2003	
<b>GRD Grenada</b>										
AIM 357	CAR Implementation of Electronic Terrain and Obstacle Data (e-TOD), in accordance with Annex 15, para. 10.1.3 (Area 1) and 10.1.7 (Area 3)	Grenada	e-TOD not yet implemented	MAR/ 2011	ICAO Regional Survey	A	Implement e-TOD State must prepare an Action Plan.	Grenada	DEC/ 2018	

# 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

**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	A	Implement ILS or GNSS element to comply with declared type of operations, or update the definition of the type of operations allowed to the runway.	Grenada Airport Authority	DEC/ 2012
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# 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
<b>GRD Grenada</b>										
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 134	CAR Annex 3, Chapter 2, 2.2.1, RP 2.2.2 & 2.2.3, CAR/SAM ANP FASID Vol II	Grenada	A properly organized quality system comprised of procedures and resources necessary to provide for the quality management of the meteorological information supplied for international air navigation has not been established by Grenada MET Office.	AUG/ 2012		A	The GAA/MET should ensure that the Meteorological Office establishes a properly organized quality system including procedures and resources necessary to implement this system.	GAA/MET	NOV/ 2012	
MET 135	CAR Annex 3, Chapter 4, 4.2	Grenada	Limited formal MET ATS Coordination. It was noted that there is not a formal letter of agreement between the ATS and MET units.	AUG/ 2012		A	Establish a formal letter of agreement between the ATS and MET units to ensure the adequate MET information exchange required for the provision of meteorological and air traffic control services for international air navigation, considering the need for local routine and special reports.	GAA/MET	FEB/ 2013	
MET 136	CAR Annex 3, Chapter 7, para. 7.4.1	Grenada	The MET Office does not issue wind shear warning for aerodromes where wind shear is considered as a safety factor nor issues AIRMET information in accordance with the provisions of ICAO Annex 3.	AUG/ 2012		A	The GAA shall establish a system to ensure that the MET Office issues wind shear warning for aerodromes where wind shear is considered as a safety factor as well as AIRMET information	GAA	JUL/ 2013	

# OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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1	2	3	4	5	6	7	8	9	10	11
MET 137 CAR	Annex 3, Appendix 3, 4.1.1.2	Grenada	Wind observations for local routine reports used for arriving and departing aircraft should be representative of the touchdown zone and the conditions along the runway.	AUG/ 2012		A	The MET authorities are reminded that surface wind observations included in the METAR should be representative of the touchdown zone and the conditions along the runway. At present the wind sensor is installed at the midway zone of the runway.	GAA/MET	MAR/ 2013	

# 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
<b>GTM Guatemala</b>										
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	DEC/ 2013	Due to economic and outstanding limitations, the DGAC will notify ICAO the non-compliance of this recommendation and will be published in the AIP
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	DGAC	DEC/ 2013	The DGAC will notify ICAO of this provision, the non-compliance and will continue with the objects removal that remain along the runway strip.
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	DGAC	JUN/ 2014	The DGAC should consider the provision of RESAs through the reduction of declared distances. December 2017.
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 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. DGAC should proceed informing ICAO on mitigating measures that has been implemented for the mitigating hazards that birds/fauna at the airport represents	DGAC Guatemala	JUN/ 2014	The DGAC will communicate with town hall to close down the garbage dumps at the runway south end
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	JUN/ 2006	ICAO Visit June 2006 ICAO visit October 2007	A	Relocate taxiway and provide appropriate separation.	Guatemala		The DGAC keeps the control of the types of airplanes that can perform simultaneous operations. The relocation of west taxiway implies legal and economic limitations. This situation will be published at the AIP

# 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 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	DGAC Guatemala	JUN/ 2014	DGAC has planned the construction of direct access road
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		
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 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 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 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 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		

# 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 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		
AGA 605 CAR	Personnel (Annex 14, Vol. I, paragraph 9.2.38, 9.2.42)	MGGT	Rescue and firefighting personnel are not well trained and does not count with the appropriate equipment	OCT/ 2013		A	SEI personnel should be properly trained and participate in real exercises of firefighting and count with the appropriate protection team.	DGAC	JUN/ 2014	
<b>GTM Guatemala</b>										
AIM 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 State has taken action in total WGS-84 implementation.	A	Need to implement the WGS-84 Geodetic System  State ruled the use of WGS-84 in the RAC-15 and this system usage in the AIP published corresponding aeronautical charts	State	NOV/ 2006	Obstacles determination.  Completed  State has taken action in total WGS-84 implementation
AIM 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.  NCLB 2016 visit	A	Need of use of English for plain language texts.  State has implemented english plain text in NOTAM E box	State		Elaborate an Action Plan  NOTAM office uses on-line translator
AIM 358 CAR	Implementation of Electronic Terrain and Obstacle Data (e-TOD), in accordance with Annex 15, para. 10.1.3 (Area 1) and 10.1.7 (Area 3)	Guatemala	e-TOD not yet implemented	MAR/ 2011	ICAO Regional Survey	B	Implement e-TOD State must prepare an Action Plan.	Guatemala		They have ortophotos from IGN to start Area 3 works. Elaborate an Action Plan  Areas 1 and 3 data collection and update based on COCESNA coordinated planning  to be completed by December 2020

# 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
<b>GTM Guatemala</b>										
ATM 70	CAR Annex 3; Annex 11, Doc 4444	Guatemala	To elaborate in coordination with the corresponding authorities the establishment of an ATS/MET agreement and adequate 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 assistance regarding ATS.	A	Procedure of inter-institutional information exchange completed. IN process of approval by high management.	DGAC	DEC/ 2015	Comments by Guatemala: To elaborate in coordination with the corresponding authorities the establishment of an ATS/MET agreement and adequate procedures that allow to provide the Met assistance related to the ATS in Guatemala
ATM 148	CAR Annex 1, chap. 4, Annex 11, chap. 2 Doc 9426, P-IV, S-1, Doc 9854, cap. 2, Doc 9750, chap. 1	Air Navigation Services	Requires review to the organizational structure of ATS	AUG/ 2011		A	The DGAC develop a plan for organizational improvement of air navigation services (ANS) in Guatemala, including: <ul style="list-style-type: none"> <li>• improvements to communication and information flow for efficient coordination between all ANS (AGA, AIS, ATM, CNS and MET) fields;</li> <li>• determine enough qualified personnel to efficiently provide ATS services; and</li> <li>• the development of an organizational manual describing the profiles and competencies required for all ATS posts.</li> </ul>	DGAC	DEC/ 2015	In process of approval
ATM 150	CAR Annex 11, chap. 2, Doc 9854, chap. 1, 2, Doc 9750, chap. 1, Doc 4444, chap. 3, Doc 9613 GREPECAS Conclusion 15/1 y NACC/DCA/3 DEC 3/3	ATC Dependencies	Lack of update for the Air Navigation Plan with a performance-based approach, in order to achieve ATM operational improvements	AUG/ 2011		A	That DGAC update its air navigation plan with a performance-based approach, according to the guidelines of the NAM / CAR RPBANIP that includes guidelines for: <ul style="list-style-type: none"> <li>- Implement PBN</li> <li>- Implement measures to Demand and Capacity Balancing(DCB)</li> <li>- Improve situational awareness</li> <li>- Improving aerodrome operations</li> </ul>	DGAC	DEC/ 2015	In process

# 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 152 CAR	Annex11, chap. 2, Doc 4444, chap. 3, Doc 9426, , P-II, S-1, Doc 9854, chap. 2	ATC dependencies	Lack of ATS capacity statement	AUG/ 2011		A	That DGAC,  <ul style="list-style-type: none"> <li>• Analyze ATS capacity Guatemala;</li> <li>• publish the ATFM procedures to disseminate information among airspace users;</li> <li>• implement the technological equipment necessary to provide the ATFM service;</li> <li>• publish the capacity stated in the AIP, and</li> <li>• analyze the needs for improvement of airport infrastructure in the medium and long term.</li> </ul>	DGAC	DEC/ 2015	ATFM project in process of 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
<b>GTM Guatemala</b>										
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.	A	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. Not implemented this circuit RO / CNS as Puerto Barrios Airport is not an international airport, does not fit on the recent amendment to the table AGA / AOP as such.	Guatemala, Honduras and COCESNA		
CNS 215 CAR	Annex 10, Vol II., CAR/SAM ANP Doc 8733, Vol. I. Introduction Para 9 and Part IV, paras. 21	La Aurora APP	Problems have been identified with the lack of VHF AMS coverage for APP frequency at lower levels within the Aurora TMA	FEB/ 2012	ICAO Visit - February 2012	A	a) continue the evaluation of VHF coverage with all existing radio equipment and taking into account ATS routes in use to the specific identification of these blind areas and b) assess area by area the potential solutions based on a cost-benefit analysis, with the implementation of new repeaters,application of band filters and the corresponding radio adjustments.	DGAC	DEC/ 2012	
CNS 217 CAR	Annex 10, Vol. I, Para. 2.4 Doc 8071, Vol. I, Chap. 2, para. 2.2.36	ILS/DME IAAI and DVOR/DME GUA	Metal structures such as hangars and buildings nearby were observed that can degrade the signal quality of thenavaid.	FEB/ 2012	ICAO Visit - February 2012	A	Carry out an obstacle surrounding contro (infragement observance in the clear area surrounding the navaid) and requesting the removal of identified metal structures.	DGAC	DEC/ 2012	
CNS 218 CAR	CAR/SAM ANP Doc 8733, Vol. I Doc 9734, Part A., Par. 2.4.9	Guatemala DGAC	There is no surveillance, supervision nor regulation for the corresponding CNS systems and services. The DGAC does not perform its roles as regulator for CNS aspects	FEB/ 2012	ICAO Visit - February 2012	A	a) Implement the post of Air Navigation inspectors specializing in CNS; b) update the regulation (RAC) related to Annex 10, and c) conduct performance monitoring or surveillance of maintenance and operation of service providers (DGAC itself / COCESNA).	DGAC	DEC/ 2012	

# OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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1	2	3	4	5	6	7	8	9	10	11
CNS 220 CAR	Annex 10, Vol. I, Chap. 2, 2.3	Mundo Maya TWR	There is no specific information on the operational status of the services of the ITKL ILS / DME or TKL NDB.	FEB/ 2012	ICAO Visit - February 2012	A	Implement monitoring or operational status display of the services of these aids.	DGAC	DEC/ 2012	
CNS 224 CAR	Annex 10 Vol III, Annex 14, Vol I, par. 9.2.35	Mundo Maya TWR	The rescue and fire fighting station has a radio transceiver that operates in the 121.9 freq (SMC) as the only mean of communication with the control tower.	FEB/ 2012	ICAO Visit - February 2012	A	Implement dedicated oral communication between control tower and rescue and fire fighting station	DGAC	JUN/ 2012	
CNS 226 CAR	Annex 10, Vol. III, Cap. 9, Vol. IV, 2.1.6; CAR/SAM ANP, Vol. I, Part IV., par. 44	Guatemala DGAC	A 24-bit aircraft address register has not been established	FEB/ 2012	ICAO Visit - February 2012	B	Establish a 24 bit aircraft address register	DGAC	DEC/ 2012	
<b>GTM Guatemala</b>										
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 52 CAR	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Guatemala	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to States required locations in accordance with the Table MET 2A requirements.	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 119 CAR	Establishment of a QMS, Annex 3, paragraph 2.2.2	Guatemala	A Quality Management System (QMS) has not been established for INSIVUMEH.	JUN/ 2012		A	That the MET Authority establishes a Quality Management System of meteorological information provided to users before 15 November 2012.	INSIVUMEH		

# 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
<b>HTI Haiti</b>										
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	PAPIs to be installed within the frame of the Cap-Haitian project which is underway.	Haiti	DEC/ 2014	
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 541	CAR Aerodrome Operational Services, Equipment and Installations (Annex 14, Vol. I, Section 9.2.34, Doc. 9137, Part 1, Chapter 9, 9.2)	Toussaint Louverture International Airport	The fire station is located on general aviation apron and does not meet the response time requirements	MAR/ 2010	Relocate the fire station so that the access for rescue and fire fighting vehicles on into the runway area is direct and clear, and ensure minimum response times	A		AAN	2013	
AGA 543	CAR Extinguishing agents (Annex 14, Vol. I, Section 9.2.15. Doc. 9137 Part 9, Section 5.5 and Part 1, Section 3.1)	Toussaint Louverture International Airport	There are only two fire hydrants for the entire airport and the replenishment of rescue and fire fighting vehicles is difficult	MAR/ 2010	The capacity of the airport's water supply system should comply with the requirements of fire fighting. The availability of sufficient quantity of water in proximity to aprons as a support to RFF operations is necessary	A		AAN	2013	
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	2013	
AGA 545	CAR Runway End Safety Areas (Annex 14, Vol. I, Section 3.5, 3.5.1 – 3.5.4)	Toussaint Louverture International Airport	Runway 10/28 does not have runway end safety areas	MAR/ 2010	Construct RESAs at both runway ends.	A	Runway 10 has a runway end safety area. Runway rehabilitation project to provide RESA for runway 28. Process expected to start by July 2014	AAN	DEC/ 2015	
AGA 548	CAR Communication and alerting systems (Annex 14, Vol. I, Section 9.2.35)	Toussaint Louverture International Airport	There is no communication and alarm system for alerting and mobilizing other participating emergency support personnel	MAR/ 2010	Provide and install a discrete communication system linking the fire station with the TWR and rescue and fire fighting vehicles.	A		AAN	2013	
AGA 552	CAR Signs (Annex 14, Vol. I, 5.4, Chap. 5, 5.4.1.1 and ANP, Table AOP 1)	Toussaint Louverture intl. Airport	Lack of airport signs	MAR/ 2010	Install retro illuminated signs for the movement area	A		AAN	2013	
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	2013	

# 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 555 CAR	Pavements (Annex 14, Vol. I, 10.2, 10.2.3).	Toussaint Louverture International Airport	Runway has rubber build-up and there is a potential for decreased friction when wet	MAR/ 2010	Acquire equipment for runway rubber removal	A	Airport runway rehabilitation is underway. Process expected to start by July 2014 and to provide solution for rubber removal.	AAN	JUL/ 2015	
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	2013	
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	2013	
AGA 560 CAR	Pavements (Annex 14, Vol. I, 10.2, 10.2.1 – 10.2.2, Attachment A, Section 5, 5.3.17, 5.3.17.1 & 5.3.17.2., Doc. 9137, Part 9, Chapter 4, 4.1)	Toussaint Louverture International Airport	Runway 10/28 has low, medium and high severity longitudinal cracks, with low severity alligator cracking and rutting	MAR/ 2010	Rehabilitate Runway 10/28 and taxiway pavement	A	Airport runway rehabilitation project is now underway. Process expected to start by July 2014	AAN	DEC/ 2015	
AGA 564 CAR	Taxiways (Annex 14, Vol. I, 3.9, 3.9.8 and ANP, Table AOP 1)	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	

# OUTSTANDING DEFICIENCIES

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

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

# OUTSTANDING DEFICIENCIES

## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIM 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
AIM 341 CAR	Annex 15 Chapter 3, Par. 3.1.1.3, 3.1.2 and 3.3.3, Doc 8126 Chapter 3.	Haiti	OFNAC take all necessary measures to introduce a properly organized AIM department, taking into account that the role and importance of aeronautical information/data has direct impact on the safety of air navigation as a crucial and critical component. Consequently, corrupt or erroneous aeronautical information /data potentially affects the safety.	MAR/ 2010	ICAO Visit by Regional Officer, Aeronautical Information Management - June 2010	A	<p>Implement the functions of AIM as follows:</p> <ul style="list-style-type: none"> <li>a) receive and/or originate</li> <li>b) collate or assemble</li> <li>c) edit</li> <li>d) format</li> <li>e) publish/store and</li> <li>f) distribute</li> </ul> <p>aeronautical information/data concerning the entire State as well as areas in which the State is responsible for air traffic services (ATS) outside its territory.</p> <p>Several factors that contribute to a strong organizational base need to be highlighted by OFNAC.</p> <p>The AIM Office needs to coordinate with:</p> <ul style="list-style-type: none"> <li>a) related technical services</li> <li>b) NOTAM International Office (NOF)</li> <li>c) aerodrome/heliport AIM dependencies</li> <li>d) cartographic services</li> <li>e) printing and distribution services</li> </ul> <p>and efficient communications facilities, particularly links per AFTN, fax and connection to the Internet (e-mail).</p>	OFNAC	DEC/ 2011	<p>Several factors that contribute to a strong organizational base need to be highlighted by the Office National de L'Aviation Civile. The AIS headquarters needs coordination with:</p> <ul style="list-style-type: none"> <li>(a) related technical services;</li> <li>(b) NOTAM International Office (NOF);</li> <li>(c) aerodrome/heliport AIS dependencies;</li> <li>(d) cartographic services;</li> <li>(e) printing and distribution services; and efficient communications facilities, particularly links per AFTN, fax and connection to the Internet (e-mail)</li> </ul>
AIM 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	<p>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.</p>	OFNAC	JUN/ 2011	May affect valid information in navigation databases to user community

# OUTSTANDING DEFICIENCIES

## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIM 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
AIM 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.
AIM 345 CAR	WGS84 / EGM-96 / e-TOD - Annex 15, Chap. 3 Par. 3.7, App. 7, Chap. 10, App. 8 Doc. 9674 and Doc. 9881	Haiti	Update primary and secondary aerodrome points as reference system for GNSS navigation regarding the requirements to be published in the AIP. Implementation of the e-TOD	OCT/ 2012	ICAO Visit by Regional Officer, Aeronautical Information Management - June 2010	A	As consequence of natural events in January 2010, new survey is required for all territory for all airports, nav-aids, facilities described in Annex 15 and Doc 9674. In addition will be necessary to implement the e-TOD implementation according to new dates indicated in the State Letter Ref. AN 2/2.2-09/13 dated in April 23 2009. See Annex 15, Amendment 36. State must prepare an Action Plan for e-TOD that includes WGS-84 update.	OFNAC	JUN/ 2013	Common coordinated air navigation references for Horizontal (Latitude and Longitude) and Vertical systems with specifications that governing determination and reporting (accuracy of field work and data integrity) of elevation and geoid undulation at specific positions at aerodromes/heliports are given in Annex 14, Volumes I and II, Chapter 2, and Table A5-2 and Table 2 of Appendices 5 and 1, respectively
AIM 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	Haiti	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
<b>HTI Haiti</b>										
ATM 72 CAR	Annex 11, Doc 444, Doc 9859, Circ 314	ATS units in Port-au-Prince	Lack of ATS safety management programmes.	MAR/ 2010	Implement required ATS safety management programmes in Port-au-Prince ATS units according to Annex 11 requirements including: - publication of safety management regulations, which covers the aspects related to the protection of information; - allocation of sufficient number of ATS personnel qualified to develop and monitor the ATS safety management programmes; and, - implement a safety training programme so that the assigned personnel perform its functions.	A	SMS program is now underway and expected to be fully operational by June 2014. SMS manual is currently underway and personnel already designated to fill positions	OFNAC	JUN/ 2014	
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	Current PBN plan is now addressing different elements. ATS route network is under revision. RNAV-RNP procedures are being upgraded, Civil military coordination is well completed, Surveillance system is currently under study and expected to be completed in June 2014	OFNAC	JUN/ 2014	
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	DEC/ 2014	
ATM 80 CAR	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 ATC clearance delivery procedure at Port-au-Prince International Airport	A		OFNAC	DEC/ 2014	

# 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
<b>HTI Haiti</b>										
CNS 98	CAR ICAO Annex 10, Vol. I, II and III Annex 11	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, updated by ICAO Team visit 24-28 October 2011.	A	Plan and construct a TWR attached to a new Air Navigation Building, including a new ACC fully equipped with the associated ATC and CNS systems and equipment.	OFNAC	DEC/ 2013	New control tower is planned.  A new temporary tower has been put in place on top of a temporary technical building while the process for a permanent control tower is ongoing
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, updated by ICAO team visit 24-28 October 2011.	B	1.Implement AFTN line for FPL, MET and AIM messages 2.Improved quality and feasibility of ATS speech lines and telephone lines for ATS services with reviewing equipment performance 3.Ensure ATS speech lines are appropriately recorded	OFNAC	DEC/ 2012	AFTN line is now operational and new telephone equipment and new recorder were acquired. ATS communication phone lines are recorded.
CNS 101	CAR ICAO Annex 10, Vol. I , Chap 2, para 2.3	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, updated by ICAO team visit 24-28 October 2011.	B	Implement navaid (ILS/DME and VOR/DME) operational status of services displays or mitigation devices at the Control Tower and APP. In order to implement this task it is also recommended to replace navaid tele-command cables	OFNAC	DEC/ 2012	
CNS 104	CAR Annex 10, Vol. I, pa. 2.2 Doc 8733 ANP CAR/SAM, 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.	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010, updated by ICAO Team visit 24-28 October 2011.	B	Carry out ground inspections and flight inspection services of the radio navigation aids following the criteria and guidance of ICAO Doc 8071, Volume I, Manual on testing of Radio Nav aids for the ILS, VOR and DME Systems.	OFNAC	DEC/ 2012	Ground inspection periodicity is still pending

# 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 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 the Port-au-Prince ACC. However, the ACC has only one control sector and no 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, updated by the ICAO Team visit on 24-28 October 2011.	B	a)That OFNAC establish a modernization programme for the ACC by constructing a new room in conjunction with the new TWR building and ATS and CNS equipment modernization programme for gradual implementation.  B)In order to modernize the ACC, the ACC sectors should be redesigned and the ATC and CNS equipment provided according to the current and future ATS operational needs.	OFNAC	DEC/ 2013	Project for a new terminal building with associated control tower is underway. Bidding process is expected before December 2014
CNS 111 CAR	Annex 10, Vol. III, Part II, 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 Haïtien International Airport and other airports in the country.	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010, updated by the ICAO Team visit on 24-28 October 2011.	B	Implement a MEVA VSAT station at Cap Haïtien International Airport.	OFNAC	DEC/ 2012	
CNS 112 CAR	Annex 10 Vol. II, section 4.4 Annex 10, Vol. III Section 3.5 and 3.6 Doc 9896	Port-au-Prince ACC: Ground to Ground Communication	There is only one PC terminal for AFTN; the international connection is supported by the MEVA VSAT network and only has a terminal located at the ACC control room. 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 capability.	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010, updated by the ICAO Team visit on 24-28 October 2011.	B	Continue Implementation of an AFTN/ AMHS message switching system. AMHS should be based on the IPS protocol, applying IPv4 GREPECAS addresses and sufficient local terminals based on the SARPs and GREPECAS guidelines. Web-internet access functionality should also be incorporated.	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 Sections 3.3 and 3.5	OBLEON VOR/DME	<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, updated by the ICAO Team visit on 24-28 October 2011	B	Replace 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 ANP CAR/SAM, Vol. II, FASID, Table CNS 4A Doc 9925	Port-au-Prince ACC: Surveillance	The ACC has no surveillance data system. It was reported that OFNAC intends to implement a Monopulse Secondary Surveillance Radar (MSSR) plan and a bilateral agreement with Dominican Republic for the implementation of radar data sharing. A study for a surveillance system is ongoing and a potential radar site has been identified.	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010, updated by the ICAO Team visit on 24-28 October 2011.	B	<p>a)Continue the Surveillance System Study for a MSSR or a Wide-Area Multilateration System.</p> <p>b)Follow-up on efforts to establish bilateral/multilateral agreements with Curacao, Dominican Republic, and United States to share radar data. These signals could be supported by the MEVA II VSAT Network.</p> <p>c)Develop a plan to implement ADS-B in the Port-au-Prince FIR / ACC taking into consideration the pertinent ICAO SARPs and the results of regional initiatives and guidance.</p>	OFNAC	DEC/ 2012	Actual Plan under study to implement ADS-B

# 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	No ATS automation level established at the Port-au-Prince ACC	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010, updated by the ICAO Team visit on 24-28 October 2011.	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, including AIDC and CPLs.	OFNAC	DEC/ 2012	
CNS 117 CAR	Doc 8733 ANP CAR/SAM, Vol. I, Part I, para. 11 and Part II paras. 22 and 23 Doc 7192, Part E2	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, updated by the ICAO Team visit on 24-28 October 2011.	B	a)Review technical staff competencies and preparedness based on ICAO Doc 7192, Part E-2. b)Evaluate current technical staff to identify improvements and plan for training. c)Resolve the need to recruit new CNS technicians / engineers as required based on job descriptions. d)Provide technicians with specialized courses and carry out training on the equipment as well as on-the-job training.	OFNAC	DEC/ 2012	
CNS 201 CAR	Annex 10, Vol. I, Section 3.3. Doc 8071, Vol. I, Chap. 2, par 2.2.36	Cap Haïtien VOR Station – Terminal / Approach navigation services	The VOR station is a conventional VOR Thomson CSF-model 512C, which is very old without spare parts; VOR is partially working. The shelter is in poor condition and wood supports the structure.  VOR signal reports several failures. New construction near the facility are infringing upon the clear area surrounding the navaid.	OCT/ 2011	ICAO Team visit 24-28 October 2011	U		OFNAC	DEC/ 2012	
CNS 202 CAR	Annex 10, Vol. I, Chap 2, par 2.3	Cap Haïtien TWR - Navaid Information	There are no VOR operational status information display at the Control Tower	OCT/ 2011	ICAO Team visit 24-28 October 2011	B	Implement VOR operational status display or mitigation devices at the Control Tower.	OFNAC	DEC/ 2012	
CNS 205 CAR	Annex 10, Vol. III, Cap. 9, Vol. IV, 2.1.6 Doc 8733 ANP CAR/SAM, Vol. I, Part IV., para. 44	OFNAC ANS	A 24-bit aircraft address registry has not been established.	OCT/ 2011	ICAO Team visit 24-28 October 2011	B	Implement this register with its corresponding publication for all aircraft under Haiti responsibility.	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 206 CAR	Doc 8733 ANP CAR/SAM, 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: •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 developed 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	OCT/ 2011	ICAO Team visit 24-28 October 2011	B	Review, update and develop 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 a safety oversight audit.	OFNAC	NOV/ 2012	
<b>HTI Haiti</b>										
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
<b>HTI Haiti</b>										
SAR	7 CAR Annex 1, Annex 12 , Doc 9731, RAN CAR/ SAM/3 Rec. 6/2	Search and Rescue Aeronautical Service	Lack of Search and Rescue (SAR) Organization, manuals and SAR qualified personnel	OCT/ 2011	ICAO visit on October 2011	A	OFNAC is now implementing a SAR unit, all protocols and manuals are already in place unit to start being operational before October 2014	OFNAC	OCT/ 2014	

# 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
<b>HND Honduras</b>										
AGA 178	CAR Runway Geometry (Annex 14, Vol. I, Chap. 3.1 & 3.2 - 3.2.1)	Honduras, TEGUCIGALPA, Intl Toncontin	The Runway has no shoulders	NOV/ 2001	ICAO Visit November 2001, July 2006, and 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 Toncontin	Runway strip width is insufficient at both ends of the runway	NOV/ 2001	ICAO Visit November 2001, July 2006, and 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 Toncontin	Runway strip width is insufficient in the northeast area and contains objects including walls, buildings and trees	NOV/ 2001	ICAO Visit November 2001, July 2006, and January 2010.	A	Increase runway strip width by removing objects	Honduras		Trees were cut and buildings have obstacle lights. Reported in December 2015.
AGA 182	CAR Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - 3.5.1, 3.5.2, 3.5.4, 3.5.6)	Honduras, TEGUCIGALPA, Intl Toncontin	There are no runway end safety areas at both ends of the runway	NOV/ 2001	ICAO Visit November 2001, July 2006, and 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. RESA has been implemented in Runway 20. Reported on July 2015.
AGA 183	CAR Obstacles (Annex 14, Vol. I, Chap. 4 - 4.2.5)	Honduras, TEGUCIGALPA, Intl Toncontin	Obstacles infringing on the approach and transitional surfaces include topography, buildings, wall, trees and aircraft parked in the apron	NOV/ 2001	ICAO Visit November 2001, July 2006, and January 2010.	A	Remove, light and/or mark obstacles	Honduras		
AGA 184	CAR Obstacles (Annex 14, Vol. I, Chap. 4 - 4.2.27)	Honduras, TEGUCIGALPA, Intl Toncontin	Obstacles infringing on the take off climb surfaces include topography and vegetation, on Runway 20 also includes fencing and road	NOV/ 2001	ICAO Visit November 2001, July 2006, and January 2010.	A	Remove fencing and road at the southern end or reduce declared distances for Runway 20	Honduras		The road was removed and the perimeter fence was rebuilt 170m away, restricting departure operations for code letters C and D.
AGA 185	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.4.1 and ANP FASID Table AOP1)	Honduras, TEGUCIGALPA, Intl Toncontin	Runway has no approach lighting systems	NOV/ 2001	ICAO Visit November 2001, July 2006, and January 2010.	A	Provide simple approach lighting systems	Honduras		There is not enough space.
AGA 191	CAR Bird Hazard (Annex 14, Vol. I, Chap 9.5)	Honduras, TEGUCIGALPA, Intl Toncontin	Several birds were observed flying over the waste disposal sites reported to be located near the northeast end of the runway and overflying the runway during aircraft operations	NOV/ 2001	ICAO Visit November 2001, July 2006, and January 2010.	A	Confirm bird hazard and implement mitigation measures as necessary.	Honduras		A Bird Hazard Prevention Committee was formed. Propane cannons are available.
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, January 2010, and July 2015.	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			
ID	Requirements	States/facilities	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 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, January 2010, and July 2015.	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, January 2010, and July 2015.	A	Provide RESAs by reducing stopways and declared distances	Honduras		RESA implemented in one runway end.
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, July 2006, January 2010, and July 2015.	A	Correct the runway designation markings	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, July 2006, January 2010, and July 2015.	A	To upgrade the taxiway, runway shoulder and stopway pavements	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, July 2006, January 2010, and July 2015.	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 Toncontin	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, January 2010, and July 2015.	A	Extend the markings at all taxiways	Honduras		The markings have been extended; however, the colors are different.
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, January 2010, and July 2015	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 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, January 2010, and July 2015.	B	Implement an ATCT operational plan that addresses the condition	Honduras		A procedure has been developed; however, the is no aeronautic study.

# OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>HND Honduras</b>										
AIM 359	CAR Implementation of Electronic Terrain and Obstacle Data (e-TOD), in accordance with Annex 15, para. 10.1.3 (Area 1) and 10.1.7 (Area 3)	Honduras	e-TOD not yet implemented	MAR/ 2011	ICAO Regional Survey	A	State must prepare an Action Plan.	Honduras	DEC/ 2013	The action plan is not yet prepared
AIM 406	CAR Annex 15, Chap. 3, Para. 3.2.4	Honduras	Lack of a permanent training programme in AIM (AIS)			A	Need to train AIS personnel in accordance with ICAO specifications	DGAC	DEC/ 2013	It is recommended to make a programme based in the training needs and coordinate with ICCAE/COCESNA for it's implementation.

# 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
<b>HND Honduras</b>										
ATM 63 CAR	Anexo 11, Doc 4444, Doc 9859	Honduras	Lack of implementation of ATS safety management programmes.	JUN/ 2008	ICAO visit 06/08	A	Implement ATS safety management programme in line with the requirements of Annex 11 including: <input type="checkbox"/> the publication of regulations on safety management covering the aspects of information sources protection ; <input type="checkbox"/> implement ATS quality assurance programmes together with a safety management system (SMS) <input type="checkbox"/> assessment of incidents and accidents events in order to establish the corresponding safety management programmes; <input type="checkbox"/> assignment of sufficient and qualified ATS personnel to develop and monitor ATS safety management programmes; <input type="checkbox"/> implement a ATS safety management programme so that the assigned personnel may perform these duties.	CAA Honduras	DEC/ 2012	
ATM 64 CAR	Anexo 1, Anexo 2, Anexo 11, Anexo 15, Doc 9426	Honduras	Errores when processing flight plan data among the ATS units of Tegucigalpa. The personnel assigned to the AIS office of the Tegucigalpa airport perform aircraft dispatch duties without proper training, which entails omissions and errors in the coordination process of flight plan data.	JUN/ 2008	Implement a Dispatch and Flight Control Office at the Tegucigalpa International Airport with sufficient qualified personnel for developing, approving, disseminating and monitoring of flight plan data among the ATS units, in accordance with ICAO guidelines.  Mar2019: Remains valid, the actions detailed by the State do not answer the observations made when the deficiency was opened.	A		CAA Honduras		1. Manual del usuario del software FPL Management TOP SKY. 2. Aprobación de Plan de Vuelo sistema TOP Sky; Distribución del Plan de Vuelo sistema Top Sky; Elaboración del plan de vuelo sistema Top Sky.; Errores en el procesamiento de los planes de vuelo sistema; Monitoreo del plan de vuelo sistema Top Sky

# 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 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.	CAA Honduras	DEC/ 2012	
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.	CAA Honduras	DEC/ 2011	
ATM 67 CAR	Annex 2	Honduras	Lack of publication of civil aircraft interception procedures in the Honduras airspace.	JUN/ 2008	Publish the AIP manual and diffuse properly the civil aircraft interception procedures in compliance with ICAO Annex 2 requirements.  Mar 2019- remains valid, the State has not ratified the Article 3 Bis (see PQ 7.007)	A				1. Publicación en el eAIP en ENR 1.12 Interceptación de aeronaves civiles fecha 31 de enero de 2019. 2. Manual de Procedimientos ATS Interceptación de Aeronaves Civiles.

# 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
<b>HND Honduras</b>										
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 81 CAR	Establishment of a meteorological watch office (MWO) (Annex 3, App. 3, Estándar 3.4.1 of CAR/SAM FASID).	Honduras	Honduras does not have adequate instalations for the MWO of Tegucigalpa.	SEP/ 2005		A	To assure modernization with high-technology.	DGCA		MWO requires better installations and communications since it issues SIGMET for Central American FIR.
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	It is required to give corrective maintenance to the communication equipment, for which it is necessary the special equipment .	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.  2016: MET Procedural Manual: MET-PRO-019; MET-PRO-020; MET-PRO-021; MET-PRO-022; MET-PRO-023 and MET-PRO-027.
MET 138 CAR		Honduras				A		SMN/DGAC		

# 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
<b>JAM Jamaica</b>										
AGA 4	CAR Runway Geometry (Annex 14, Vol. I, Chap. 3, Rec. 3.1.3)	Jamaica, KINGSTON, Norman Manley Intl	The runway longitudinal slope exceeds the limits specified in Annex 14 Vol I Section 3.1.13	OCT/ 2000	ICAO Visit October 2000 and May 2010	B	Reduce the runway longitudinal slope during the next runway pavement overlay	Jamaica	2016	Will be addressed in the next runway overlay
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	2013	This will be corrected during the runway rehabilitation project.
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	2013	Runway width for the full length of runway conform to Annex 14. However, the length at either ends of the runway will be addressed in 2013 when RESA is scheduled to be implemented.
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	2013	This will be corrected during project of runway rehabilitation.
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	Several obstacles have been removed and the process will continue as a multiyear initiative.
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	The pond act as a catchment and absorbs water which runs off the actual runway - difference to be filled.
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	Significant amount of engineering studies and works have been completed. Implementation scheduled.
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	This deficiency will be corrected in the runway rehabilitation 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 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	2013	This deficiency will be corrected in the runway rehabilitation project.
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	2013	This matter will be addressed in the runway rehabilitation project
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	2013	This matter will be addressed in the runway rehabilitation project
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	2013	This deficiency will be corrected in the runway rehabilitation project.
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	2013	This deficiency will be corrected in the runway rehabilitation project.

# OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>JAM Jamaica</b>										
AIM 14	CAR Annex 15, Chap. 4, Para. 4.2.9; Doc. 8733, Basic ANP, Part VIII, Paras 36 to 37	AIP	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	JCAA		Status was changed into completed; it was recommended to JCAA access the GANDD to update (2011) ICAO Mission March
AIM 322	CAR Annex 15, Chap 3, Para. 3.2.1, Doc 8126, Chap 1, para 1.3 (Roadmap phase 1- consolidation, step 17)	QMS	Lack of implementation of a quality management system (QMS)	DEC/ 2005	Must be included in the Action Plan.	A	QMS implementation in AIM	JCAA	JUL/ 2012	Develop a detailed QMS action plan ICAO Mission March 2017
AIM 360	CAR Implementation of Electronic Terrain and Obstacle Data (e-TOD), in accordance with Annex 15, Chap 10 and Appendix 8, Doc 9881 (Roadmap Phase 2-Going digital, steps 13 and 14)	e-TOD	Implementation of e-TOD	MAR/ 2010	ICAO Regional Survey	A	State must prepare an Action Plan. No actions have been initiated towards e-TOD area 1	JCAA	JUL/ 2013	Develop a detailed action plan ICAO Mission March 2017
AIM 375	CAR Annex 15, Chap 3, Para 3.3 and 3.6.5, Doc 8126, Chap 9, Par 9.4 (Roadmap Phase 2-Going Digital Step 06)	Jamaica	Lack of NOTAM Automation	OCT/ 2011	It is required urgent action to implement NOTAM automation in order to improve the quality of the service in terms of integrity of the information	U	Automate NOTAM Service within AIM, taken into account users requirements	JCAA	DEC/ 2012	Develop a detailed automation action plan ICAO Mission March 2017
AIM 376	CAR Annex 15, Chap 3, Para 3.2.4 and Para 3.6.7, Doc 8126, Chap 3, Para 3.3 and Doc 9683 (Roadmap Phase 3-Information Management Step-16)	AIM Human Factors	Not enough qualified AIM Personnel (training programme) Not enough equipment (hardware and software)	OCT/ 2011	Human factors could impact the personnel performance against safety	A	Provide AIM Unit trained personnel dedicated to update and produce: IAIP, e-AIP, QMS, ET issues (automation), aeronautical charts, WGS-84 issues and others.	JCAA	SEP/ 2012	Develop an action plan for AIM Training Programme and provide more resources for the transition from AIS to AIM ICAO Mission March 2017

# 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
<b>JAM Jamaica</b>										
ATM 130 CAR	Annex 11, Doc 4444 Doc 9859; Circ. 314	Jamaica ATS Units	Lack of implementation of Safety Management System in Jamaica ATS units	DEC/ 2010	Implement ATS safety management system, which includes: <input type="checkbox"/> Utilize the progress achieved in the ATS quality assurance programmes as a platform to implement safety management system (SMS) in ATS units  <input type="checkbox"/> Assign a sufficient number of ATS qualified personnel to perform regulatory and ATS safety oversight tasks promoting specialized personnel training in ATS units to accomplish these functions  <input type="checkbox"/> Implement an ATS management training programme so that assigned personnel can accordingly perform  <input type="checkbox"/> Develop a runway safety programme with preventive measures to avoid runway incursions/excursions	A	The ATS QA manual is currently being used as a template to write an SMS programme for all ATS units.  One ATS staff member has been transferred to the regulatory division to address ATS safety oversight issues and is currently undergoing the attendant training for this function.  Persons earmarked for management positions are exposed to the necessary training programmes on an on-going basis based on job descriptions.  ATS has developed internal safety programmes addressing runway safety by way of Manuals of Operation, Letters of Agreements and ATS directives.	JCAA	DEC/ 2011	Manual expected to be promulgated by Dec 2011.  Additional staff expected to be hired in the area of ANS, AGA and SMS by December 2011.  Additional training opportunities will be exploited based on gap analysis of earmarked personnel.  Additional coordination to be carried out with aerodrome operators to ensure all safety programmes work together
ATM 131 CAR	Annex 11, Doc 9750, Doc 9854 NACC/DCA/3 and GREPECAS/14 Conclusions	Jamaica ATS Units	Lack of work programme to implement operational improvements in the ATM system	DEC/ 2010	Develop a work programme for the implementation of an ATM system in accordance with the ICAO Global Air Navigation Plan (Doc 9750).	A		JCAA	DEC/ 2011	Work programme will be developed by December 2011
ATM 132 CAR	Annex 11, Doc 4444, Doc 9426 Doc 9854	Jamaica ATS Units	Lack of demand and capacity balancing (ATFM) procedures in the Kingston FIR	DEC/ 2010	That Jamaica take action to establish demand and capacity balancing procedures in the Kingston FIR, in accordance with ICAO guidelines.	A	ATS currently carries out demand capacity balancing utilizing years of experience knowing when to open and close sectors based on aircraft movement trends.	JCAA	DEC/ 2011	A more scientific study to establish numerical thresholds will be carried out including the use of automation. However due to personnel constraint this task cannot be completed before July 2012

# 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 133 CAR	Annex 11, Doc 4444, Doc 9426	Jamaica ATS Units	Lack of qualified personnel to ensure ATS capacity in Jamaica	DEC/ 2010	<p>That Jamaica CAA carry out a study on demand and capacity of ATS service, to adequately cover the ATC unit positions and the future ATFM unit of the Kingston FIR for the next 5 years, which includes:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/>Determining the number of ATC job positions required</li> <li><input type="checkbox"/>Determining the number of ATC personnel required to adequately cover the ATC job positions</li> <li><input type="checkbox"/>Determining the number of required personnel for administrative support of ATS</li> <li><input type="checkbox"/>Determining the required specialized personnel for the provision of ATFM service</li> </ul>	A	<p>JCAA has carried out a study to determine personnel needs, including efficiency gains from operational changes</p> <p>The number of ATC job positions has been determined</p> <p>The number of ATC personnel required has been determined</p> <p>The number of ATC Administrative and support personnel required has been established</p>	JCAA	DEC/ 2012	<p>Review studies to updated projected growth in traffic and the need for additional operational sectors based on a 5 year plan</p> <p>Review the number of ATC positions based on projection growth in traffic and the need for additional operational sectors based on a 5 year plan</p> <p>Ensure that identified personnel receive the required technical and operational training. This process is expected to be completed by Dec 2012.</p> <p>Following completion of the ATFM study the specialized needs will be determined. This process is expected to be completed by Dec 2012.</p>

### JAM Jamaica

CNS 235 CAR	Annex 10, Vol. II, 2.4 / 2.6 Doc 9718 CAR/SAM ANP Doc 8733, Vol. I, Part IV, paras. 20 and 51.	Jamaica	No procedure for handling radio frequency interference and no formal procedure for frequency coordination.	OCT/ 2011	ICAO Visit - October 2011	B	Establish the procedures and the necessary requirements for its implementation, including: a)interaction with the National Spectrum Management Authority; and b)regional frequency coordination with ICAO.	JCAA	JUN/ 2012	
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# 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
<b>JAM Jamaica</b>										
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	DEC/ 2013	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State	JUL/ 2013	Installation expected by July 2013.
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	ATS dependencies do not transmit regularly all the special AIREPs to MET dependencies.	ATS/ABMS	MAR/ 2013	
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		
MET 96	CAR Annex 3, Chapter 7, Paragraph 7.4.1	Jamaica	Jamaica's Meteorological Service Division does not issue wind shear warning for aerodrome where wind shear is considered as a safety factor, nor does it issue AIRMET information, in conformance with the provisions of ICAO Annex 3.	AUG/ 2011		U	The JCAA should establish a system to ensure that the Meteorological Services Division issues wind shear warnings for aerodromes where wind shear is considered as a safety factor as well as AIRMET information, in conformance with the provisions of ICAO Annex 3	National Meteorological Centre		
MET 97	CAR Doc 9734 Part A, 3.76	Jamaica	The JCAA has not established a system for the conduct of safety oversight in the area of aeronautical meteorology (MET) which includes:  a) qualified and experienced inspectors with legal authority to carry out their safety oversight responsibilities, b) detailed job descriptions, c) training programme, d) surveillance of the entity providing the MET service, and e) a mechanism with time frame for the elimination of	AUG/ 2011		A	The JCAA should establish and implement a safety oversight system for MET services to include: a) qualified and experienced inspectors with legal authority to carry out their safety oversight responsibilities. b) detailed job descriptions c) training programme d) surveillance of the entity providing the MET service, and e) a mechanism with time frame for the elimination of	National Meteorological Centre	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
MET 98	CAR Doc 9734 Part A, 3.9	Jamaica	Although a mechanism is established for the review of deficiencies identified within the framework of the CAR/SAM Regional Planning and Implementation Group (CAR/SAM PIRG), the JCAA has not established a mechanism for the elimination of these deficiencies	AUG/ 2011		A	The JCAA should establish a mechanism for the elimination of deficiencies that are identified and reviewed within the framework of the GREPECAS.	JCAA	AUG/ 2012	
MET 99	CAR Annex 3, Chapter 2, 2.2.1, RP 2.2.2 & 2.2.3	Jamaica	A properly organized quality system comprise of procedures and resources necessary to provide for the quality of management of the meteorological information supplied for international air navigation has not been established by Jamaica's Meteorological Service Division..	AUG/ 2011		A	The JCAA should ensure that the Meteorological Service Division establishes a properly organized quality system including procedures and resources necessary to provide for the quality of management of the meteorological information supplied for international air navigation.	National Meteorological Centre	SEP/ 2012	
MET 129	CAR Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2, ANP FASID	Antigua and Barbuda	RVR has not been implemented	NOV/ 2012		A	To ensure the implementation of required RVR	ECCAA/ABM S ABMS	DEC/ 2013	

# 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
<b>MEX Mexico</b>										
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. The corresponding study has not been presented.	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 will be relocated. The parallel road to taxiway Bravo was 80% cancelled. It was replaced by the new road behind aircraft in Terminal 1, releasing the safety taxiway strip.
AGA 591	CAR Annex 14, Vol. I, (Chap. 3, Rec. 3.9.8)	Mexico	the distance between taxiway B and the service road parallel is not enough.	MAR/ 2013		A	Provide the required distance between the taxiway and service road paralell - relocate the service road	GACM	DEC/ 2013	The relocation of the service road on the apron has been initiated and it is planned for tis complete relocation on May 2013
AGA 592	CAR Annex 14, Vol. I, (Chap. 3, 3.11.1 and Rec. 3.11.2, Rec. 3.10.1)	Mexico	Some taxiways have no margins and others have them but with insufficient width.	MAR/ 2013		A	Provide required margins in all taxiways	GACM	NOV/ 2013	Echo Taxiway is pending of execution
AGA 594	CAR Annex 14, Vol. I, (Chap. 5, 5.4.1.1, 5.4.2.8 and 9)	Mexico	The signs in the movement area need to be relocated in some cases and place them near the intersections track / taxiway properly.	MAR/ 2013		A	Relocate signs according to needs and place them at intersections track / taxiway at established distances.	GACM	JUN/ 2014	
AGA 603	CAR Annex 11 (par. 3.8, 3.8.2, 3.8.4), Docs. 9476 y 4444 (par. 7.6.3.2, 7.6.3.2.1 and 7.6.3.2.2)	Mexico	Vehicles crossing taxiway movement area without requiring permission from the control tower.	MAR/ 2013		A	Establish routes that do not require crossing taxiways in the area of movement and / or fittings to radiotelephone communications vehicles, establish procedures and train drivers to vehicles on the maneuvering area authorized by the control tower. Communication is required to receive authorization from Air Traffic Control (ATC).	GACM	NOV/ 2013	Routes have been designated between taxiways Bravo and Echo for vehicle crossing, reducing crossing through taxiway Bravo. It has been implemented training for drivers to observe signals and signs in areas where vehicles cross taxiways.

# OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>MEX Mexico</b>										
AIM 361 CAR	Implementation of Electronic Terrain and Obstacle Data (e-TOD), in accordance with Annex 15, para. 10.1.3 (Area 1) and 10.1.7 (Area 3)	Mexico	e-TOD not yet implemented		ICAO Regional Survey	B	Implement e-TOD State must prepare an Action Plan.	Mexico	MAR/ 2011	Currently, the corresponding procedures are being carried out to INEGI, to initiate with the E-tod Porject, once the action plan is defined, will be sent to ICAO.

# 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
<b>MEX Mexico</b>										
ATM 104 CAR	Annex 2, Annex 11 (par. 3.8, 3.8.2, 3.8.4), Docs. 9476 y 4444 (par. 7.6.3.2, 7.6.3.2.1 and 7.6.3.2.2)	ATC departments	Lack of implementation of a Safety Management System in runway at the AICM	AUG/ 2011	ICAO visit on 29 August 2011	A	That SENEAM, in coordination with the DGAC and the AICM operator, implements a Safety Management System in the runway at AICM according to ICAO SARPS	DGAC, SENEAM, AICM	DEC/ 2013	-The Safety Management System (SMS) Programme is being coordinated at Mexico's City International Airport. As evidence they have the 5 minutes of the meetings held by this working group. The AICM SMS Manual has not yet been presented for the DGCA consideration.

# 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 106 CAR	Annex 11, Annex 15, Doc 9854, Doc 9750, Doc 4444, Doc 9613	ATC Departments	Publication deficiencies in the organization and classification of the ATS airspace	AUG/ 2011	ICAO visit on 29 August 2011	A	That SENEAM, in coordination with the DGAC, does; -a review of the procedures for arrival at the TMA Mexico considering the implementation of PBN navigation specifications, -a review in the organization and classification of the ATS airspace, considering the demand of the operation services IFR and VFR, -the establishment as class "A" of the upper airspace in the FIR Mazatlan Oceanic, and -the publication of information corresponding in the AIP Mexico	SENEAM	JUL/ 2014	-DGAC in coordination with SENEAM will analyze the factibility of an Organization Project Plan and ATS airspace classification according to the project management proposal in ATM 103 - This implementation cannot be accomplished during 2012, maybe in December 2013. -As soon as the restructure for the airspace is finished, it will be published in the Mexico AIP  As outcome of the ICAO Technical Cooperation Mission held from November 2012 to January 2013, the project for the FIR MMFO Airspace Reclassification was developed, so SENEAM was required to perform the FIR MMFO Reclassification.  The Project also contains the "Helicopter Operations in the Mexico Terminal Area (Mexico and AICM TMA) for the reorganization and improvement in the helicopter operations in the Mexico Terminal Area. The necessary actions have been requested to SENEAM.

# OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ATM 107 CAR	Annex 11, Annex 15	ACC Mazatlán	Lack of publication of the warning area W-291 in the oceanic airspace of the Mazatlan Oceanic FIR	AUG/ 2011	ICAO visit on 29 August 2011	A	That the DGAC coordinates the corresponding actions to develop a -review of the needs for the implementation of a dangerous area W-291 in the FIR Mazatlan Oceanic, and -the publication of corresponding information in the AIP Mexico.	DGAC	DEC/ 2014	To date the Mexican Government is conducting bilateral coordination with the United States in order to resolve the warning area W-291 in accordance with articles 2 and 9 of the Convention on International Civil Aviation and ICAO SARPs
ATM 111 CAR	Doc 7300, Annex 11, Doc 9426	ATC Departments	Insufficient qualified ATS personnel		ICAO visit on 29 August 2011	A	That SENEAM develops and implements a project for 'personnel planning in order to provide efficient ATC services including: -the establishment of the number of ATC positions required -the establishment of the number of ATC personnel required to adequately cover those ATC positions the establishment of the administrative personnel required to support ATS development		DEC/ 2014	-The organization handbook that SENEAM is making, contemplates the number of ATC work positions by unit and also the number of ATC personnel required. -For planning, development and implementation of improvement ATS projects, the DTA in coordination with the SSTA carry out these type of projects and qualified personnel is included and with active operative functions within the operation in the unit involved in the project.

# 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 115 CAR	Annex 11, Doc 4444, Doc 9426, Doc 9854	Mexico	Lack of ATS capacity declaration	AUG/ 2011	ICAO visit on 29 August 2011	A	That SENEAM, in coordination with the DGAC; -Analyse and balance the workloads of the different ATC work positions at the ACC and TWR Mexico - Develops an study that determines the operational ATS and airport capacity, updates the ATFM procedures in order to diffuse the information between the airspace users, -implements the technological equipments of ATS situational awareness required to provide the ATFM service, -publish the operational capacity in the AICM and alternate airports in the AIP Mexico, and -analyse the needs for improvement in the operational capacity in the AICM in the medium and long	SENEAM	JUL/ 2012	-SENEAM has conducted studies of the AICM capacity, Airport Acceptance Rate (AAR which uses the CCF MEX) and ACC MEX sectors in the years 2001 and 2007. - The equipment used in the CCF MEX for the regulation of the air traffic are PROSAT, ETMS and EUROCAT X, which has help tools for ATM. -DGAC will coordinate working meetings between the involved parties to analyse the improvement needs for the operational capacity at the AICM in the medium and long term.

# 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 117 CAR	Annex 11, Doc 9426, Doc 9854, Doc 9750, Doc 9859, Doc 9910, Circ. 314	Mexico	The ATS Training Programmes are not updated	AUG/ 2011	ICAO visit on 29 August 2011	A	That SENEAM, in coordination with the DGAC, updates its ATS training plan according to ICAO SARPS and includes: -a recurring training programme according to the functions and competencies of the ATC personnel, -a training programme for the ATC supervision that facilitates the identification of dangers, error, threats and undesired states in the ATC dependencies -a recurring training programme about procedures for low visibility operations, -a training programme to develop ATS qualified instructors, -an update of the ATS didactics documentation, and -the implementation of TRAINAIR Plus quality guarantee processes to improve efficiency in the ATS training system and related procedures.	SENEAM	MAY/ 2012	-Within programming training project for 2012, a training course is included aimed specifically at ATC supervisors. -SENEAM is preparing a low-visibility operation procedures course aimed at TLC ATC personnel. -The instructors designated to teach courses At SENEAM hold an instructor permit issued by the DGAC, which requests for specific documentation to validate the competence of the applicant for such permit in order to issue it. -DGAC will request SENEAM to implement TRAINAIR.

# 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
<b>MEX Mexico</b>										
CNS 237 CAR	PNA CAR/SAM Doc 8733 Vol I, Introduction Para. 9 Doc 9734 Part A, 2.3	Mexico	The number and skills of aeronautical inspectors are inadequate to address all the areas of air navigation.	DEC/ 2010	ICAO Visit December 2010	A	1. Evaluate the appropriate number of inspectors, including the skills required to accomplish the inspections and follow-up monitoring of safety, ensuring that each inspector is minimally the same level of knowledge that the provider service and a broad knowledge and updated ICAO standards and national regulations. 2. Continue joint training with SENEAM, focusing on evaluations aspects and improvement to the CNS systems. 3. Update the Manual Inspector Air Navigation (MINA), reflecting the skills and required training plan specific to specialty area (apply Doc 7192). 4. Actively participate in meetings of the ICAO.	DGAC	AUG/ 2012	
CNS 238 CAR	PNA CAR/SAM Doc 8733 Vol I, Introduction Para 9 Doc 9734 Part A, 2.4	Mexico	No inspections are being conducted as a follow-up to the monitoring of safety in matters relating to Air Navigation.	DEC/ 2010	ICAO Visit December 2010	A	1. Perform inspections of systems / services focused on the CNS operational performance and its impact on air navigation services. 2. Provision of measuring equipment and tools necessary to perform inspections. 3. Inspections should be made to SENEAM according to the priority of the facility with the provided service.	DGAC	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
<b>MEX Mexico</b>										
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 the expected dates of RVR installation at MMMX, MMGL and MMMY airports is: 6/2013	State	JUN/ 2013	Budgetary reasons have delayed the acquisition of these equipments.
MET 109	CAR Anexo 3, 2.1.5	Mexico	Establish a training program that includes training and refresher courses to update officials on issues related to their technical area	AUG/ 2011		B	It is expected that SENEAM establishes a training plan for CAPMA and Regional Offices.	SENEAM/DG AC	NOV/ 2012	This deficiency exists due to budget reasons.
<b>MEX Mexico</b>										
SAR 8	CAR Doc 7300, Annex 12, Doc 9731, Doc 9750, Doc 8733	Mexico	Improvements in Mexico's Search and Rescue Service	AUG/ 2011	ICAO visit on 29 August 2011	A	That the DGAC elaborates an action plan to improve the SAR service that contains: -The publishing of the applicable SAR documentation. -the elaboration of an operative national SAR plan that contains the data of SAR assistance in case of natural disasters, -the publication of SAR response capacity, -the establishment of a national SAR Committee that prevents the adequate coordination between the civil and militar authorities and the efficient use of available SAR resources, -the designation of a SAR Point of Contact (SPOC) that serves as a opration coordinator at the Mexico RCC with the COSPAS SARSAT system and the CCS in the adyacent Estates, -the ellaboration of a SAR training programme for the personnel involved in the coordination, localization and rescue, including coordinated exercices, and -the implementation of a qualification/certification	DGAC	MAR/ 2012	The Search and Rescue service in Mexico is provided by the SCT through the DGAC, who is the responsible authority of the organization and control of these services.  SENEAM's involvement is a part of the permanent support groups.

# OUTSTANDING DEFICIENCIES

## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AIM 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**

AIM	384	CAR	Implementation of Electronic Terrain and Obstacle Data (e-TOD), in accordance with Annex 15, para. 10.1.3 (Area 1) and 10.1.7 (Area 3)	Montserrat	e-TOD not yet implemented	MAR/ 2011	ICAO Regional Survey	A	Implement e-TOD State must prepare an Action Plan	Montserrat	DEC/ 2018
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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
<b>NIC Nicaragua</b>										
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 signalling of runway edges. The installation of in-pavement runway edge lighths will be completed in 2009 as part of the runway expansion project.	Nicaragua	2009	
AGA 405 CAR	Runway Strip (Annex 14, Vol.I, Chap.3.4.3 & 3.4.6)	Nicaragua, MANAGUA, Intl Managua	The width of the runway strip on the north side is insufficient due to the location of parallel Taxiway A	JUL/ 2006	ICAO Visit July 2006	A	Implement an ATCT operational plan that addresses when Taxiway is restricted for specific aircraft on approach. Construct new extension of Taxiway A parallel to new Runway End 27 outside of the runway strip. The International Airports Administrator Company will request an 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 AIM FIELD IN THE CAR REGION

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>NIC Nicaragua</b>										
AIM 363 CAR	Implementation of Electronic Terrain and Obstacle Data (e-TOD), in accordance with Annex 15, para. 10.1.3 (Area 1) and 10.1.7 (Area 3)	Nicaragua	e-TOD not yet implemented	MAR/ 2011	ICAO Regional Survey	B	Implement e-TOD State must prepare an Action Plan.	INAC/INETER	2016	Nicaragua State will acquire software and hardware equipment, and latest technology applications that will be used in the Etod implementation  Train AIS/MAP personnel, providing knowledge and skills in the specialized tools handling (database, SIG, CRC, etc.)  INAC in coordination with INETER ( AIS/MAP Specialists, Cartographers, Geodecist) will proceed to surveys, collection, certification and cartographic data processes (basis), in areas 1 and 2 (a, b, c and d), areas 3 and 4 do not apply.
<b>NIC Nicaragua</b>										
CNS 261 CAR	Annex 10, Vol. I, Chapter 2, 2.3	Nicaragua	There is no monitor with the operation status of ILS/DME in Managua TWR			A	Managua State in coordination with COCESNA, will execute a project that has as an objective the installation of the operational status monitor of ILS/DME in Managua TWR	INAC / COCESNA	DEC/ 2015	As there are projects to execute in 2013 and 2014, the application date is defined for December 2015.
CNS 262 CAR	PNA CAR/SAM, Vol. I, Part I, paragraph 54	Nicaragua	Regional addressing IPv4 scheme has not been implemented	DEC/ 2013		B	INAC will manage in front of COCESNA the execution of IPv4 scheme that will be implemented in Central America Region	COCESNA	DEC/ 2016	The resolution target date of this deficiency is extended because the implementation can not be executed unilaterally but in sync with the entire region

# 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
<b>NIC Nicaragua</b>										
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	FEB/ 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
<b>KNA Saint Kitts and Nevis</b>										
AGA 280	CAR Runway Strip (Annex 14, Vol. I, Chap. 3.4 - Std. 3.4.2)	St. Kitts and Nevis, BASSETERRE, Robert L. Bradshaw Int'l	Runway strip length at runway ends is insufficient	JAN/ 2003	ICAO Visit - January 2003	A	Extend runway strip or do not declare stopways and reduce runway declared distances	St. Kitts and Nevis		
AGA 281	CAR Runway Strip (Annex 14, Vol. I, Chap. 3, 3.4 - Rec. 3.4.4 & 6)	St. Kitts and Nevis, BASSETERRE, Robert L. Bradshaw Int'l	Runway strip width is insufficient and contains objects	JAN/ 2003	ICAO Visit - January 2003	A	Remove objects and widen strip where possible	St. Kitts and Nevis		
AGA 282	CAR Runway End Safety Area (Annex 14, Vol. I, Chap. 3, 3.5, 3.5.1 & 3.5.2)	St. Kitts and Nevis, BASSETERRE, Robert L. Bradshaw Int'l	Runway end safety areas are not provided	JAN/ 2003	ICAO Visit - January 2003	A	Provide runway end safety areas by extension of airfield or do not declare stopways and reduce runway declared distances	St. Kitts and Nevis		
AGA 283	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - Std. 5.4.1.1)	St. Kitts and Nevis, BASSETERRE, Robert L. Bradshaw Int'l	Airfield signs are not provided	JAN/ 2003	ICAO Visit - January 2003	A	Provide airfield signs	St. Kitts and Nevis		
AGA 284	CAR Fencing (Annex 14, Vol. I, Chap. 9.10, 9.10.2, 9.10.4 & 9.10.6)	St. Kitts and Nevis, BASSETERRE, Robert L. Bradshaw Int'l	The perimeter fencing is inadequate	JAN/ 2003	ICAO Visit - January 2003	A	Upgrade perimeter barrier to prevent unauthorised access by people and entrance of	St. Kitts and Nevis		
AGA 285	CAR Runway Strip (Annex 14, Vol. I, Chap. 3.4 - Rec. 3.4.5 & 6)	St. Kitts and Nevis, CHARLESTOWN, Vance W. Amory Int'l	The runway strip width is insufficient and contains objects	JAN/ 2003	ICAO Visit January 2003	A	Remove objects and widen strip or reduce the aerodrome category. Action Plan: The strip width will be published as a Deficiency.	Nevis Island Administration	SEP/ 2003	
AGA 286	CAR Runway End Safety Area (Annex 14, Vol. I, Chap. 3.5 - Std. 3.5.2)	St. Kitts and Nevis, CHARLESTOWN, Vance W. Amory Int'l	The runway end safety area length at the east end is insufficient	JAN/ 2003	ICAO Visit January 2003	A	Extend the runway end safety area length, reduce the Runway 10 declared distances or reduce the aerodrome category. Action Plan: Runway upgrade project.	Nevis Island Administration	DEC/ 2006	
AGA 287	CAR Visual Aids (Annex 14, Vol. I, Chap. 5 - Std. 5.3.5.1 & Doc. 8733 ANP FASID Table AOP1)	St. Kitts and Nevis, CHARLESTOWN, Vance W. Amory Int'l	No visual approach slope indicator system is provided on Runway 28	JAN/ 2003	ICAO Visit January 2003	A	Provide visual approach slope indicator system on Runway 28. Action Plan: Provide PAPI for Runway 28.	NASPA (Saint Kitts and Nevis)	SEP/ 2005	
AGA 288	CAR Visual Aids (Annex 14, Vol. I, Chap. 5, 5.4, 5.4.1.1)	St. Kitts and Nevis, CHARLESTOWN, Vance W. Amory Int'l	Airfield signs are not provided	JAN/ 2003	ICAO Visit January 2003	A	Provide airfield signs	NASPA (Saint Kitts and Nevis)	SEP/ 2005	
AGA 289	CAR Fencing (Annex 14, Vol. I, Chap.9, 9.10, 9.10.2, 9.10.4 & 9.10.6)	St. Kitts and Nevis, CHARLESTOWN, Vance W. Amory Int'l	The perimeter fencing is inadequate	JAN/ 2003	ICAO Visit January 2003	A	Upgrade perimeter barrier to prevent unauthorised access by people and entrance of	St. Kitts and Nevis		

# OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>KNA Saint Kitts and Nevis</b>										
AIM 367 CAR	Implementation of Electronic Terrain and Obstacle Data (e-TOD), in accordance with Annex 15, para. 10.1.3 (Area 1) and 10.1.7 (Area 3)	Saint Kitts and Nevis	e-TOD not yet implemented	MAR/ 2011	ICAO Regional Survey	A	Implement e-TOD State must prepare an Action Plan.	Saint Kitts and Nevis	DEC/ 2018	
<b>KNA Saint Kitts and Nevis</b>										
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	
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/ 2016	The CNS Operations Manual has been signed and it is currently being updated and will address the issue of frequency interference.

# 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
<b>LCA Saint Lucia</b>										
AGA 109	CAR Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.4, 5.3.4.1 (A))	Saint Lucia, CASTRIES, George F. L. Charles Intl	No approach lighting systems are provided at both runway ends	JUL/ 2001	ICAO Visit July 2001	A	Reduce the aerodrome category to reference Code 2 and/or provide simple approach lighting systems at both runway ends. Action Plan: AD Category reduced to Code 2	SLASPA	AUG/ 2003	Installation of simple approach lighting system is not physically practicable. Clarifications provided for its resolution
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. Clarifications provided for its resolution
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	Clarifications provided for its resolution
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		Clarifications provided for its resolution
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 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	No perimeter road is provided. To be included in the Master plan this is under development
<b>LCA Saint Lucia</b>										
AIM 364	CAR Implementation of Electronic Terrain and Obstacle Data (e-TOD), in accordance with Annex 15, para. 10.1.3 (Area 1) and 10.1.7 (Area 3)	Saint Lucia	e-TOD not yet implemented	MAR/ 2011	ICAO Regional Survey	A	Implement e-TOD State must prepare an Action Plan.	Saint Lucia	DEC/ 2018	

# 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
<b>LCA Saint Lucia</b>										
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.			Further clarifications were provided on the precision approach Category 1 operations and their relations with Global Navigation Satellite System (GNSS) signal performance and Performance-Based Navigation (PBN) requirements.
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	Details were provided for the provision of the procedure for handling radio frequency interference situations
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	24-bit aircraft address register was discussed. ECCAA to provide evidence of its implementation

# 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
<b>LCA Saint Lucia</b>										
MET 42	CAR Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Saint Lucia	RVR has not been implemented	JUN/ 1996	Plan the RVR procurement	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		
MET 125	CAR Annex 3, Chapter 7, Paragraph 7.4.1	Saint Lucia	Saint Lucia Meteorological service does not issue wind shear warning for aerodromes where wind shear is considered as a safety factor	JUL/ 2013	Follwo-up to ensure its compliance IFALPA Annex 29 - July 2013	A	The SMLS should establish a system to ensure that the meteorological services department issues wind shear warnings for aerodromes where wind shear is considered as a safety factor	Saint Lucia		
MET 126	CAR Annex 3, Chapter 2, paragraphs 2.2.1, 2.2.2 and 2.2.3, CAR/SAM ANP FASID Vol II	Saint Lucia	A properly organized quality system comprised of procedures and resources necessary to provide for the quality management of the meteorological information supplied for international air navigation has not been established by Saint Lucia MET Office.	NOV/ 2012		A	The ECCAA/SLMS should ensure that the Meteorological Office establishes a properly organized quality system including procedures and resources necessary to implement this system.	ECCAA/ SLMS	JUN/ 2013	

# OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>VCT Saint Vincent and the Grenadines</b>										
AIM 365 CAR	Implementation of Electronic Terrain and Obstacle Data (e-TOD), in accordance with Annex 15, para. 10.1.3 (Area 1) and 10.1.7 (Area 3)	Saint Vincent and the Grenadines	e-TOD not yet implemented	MAR/ 2011	ICAO Regional Survey	A	Implement e-TOD State must prepare an Action Plan.	Saint Vincent and the Grenadines	DEC/ 2018	
<b>VCT Saint Vincent and the Grenadines</b>										
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	

# 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
<b>VCT Saint Vincent and the Grenadines</b>										
MET 120	CAR Annex 3, Chapter 2, paragraph 2.2.1, 2.2.2 & 2.2.3 CAR/SAM ANP FASID Vol. II	ANS/MET	A properly organized quality system comprised of procedures and resources necessary to provide for the quality management of the meteorological information supplied for international air navigation has not been established by Saint Vincent MET office.	AUG/ 2012		A	The AD/MET should ensure that the MET office establishes a properly organized quality system including procedures and resources necessary to implement this system.	TVSV		
MET 121	CAR Annex 3, Chapter 4.4.2	Saint Vincent and the Grenadines	Limited formal MET ATS Coordination, it was noted that there is not a formal agreement to relay aircraft meteorological reports from the ATS to the MET units and that there is no letter of agreement between the ATS and MET units.	AUG/ 2012	Target resolution date: March 2013	A	Establish a formal letter of agreement between the ATS and MET units to ensure the adequate MET information exchange required for the provision of meteorological and air traffic control services for international air navigation, considering the need for local routine and special reports.	TVSV		Target resolution date: March 2013
MET 122	CAR Annex 3, Chapter 7, paragraph 7.4.1	Saint Vincent and the Grenadines	The MET Office does not issue wind shear warning for aerodromes where wind shear is considered as a safety factor nor issues AIRMET information in conformance with the provisions of ICAO Annex 3.	AUG/ 2012		A	The AD should establish a system to ensure that the MET Office issues wind shear warning for aerodromes where wind shear is considered as a safety factor as well as AIRMET information.	TVSV		Target completion date: July 2013
MET 123	CAR Annex 3, Appendix 3, paragraph 4.1.1.2	ANS/MET	Wind observations for local routine reports used for arriving and departing aircraft should be representative of the touchdown zone and the conditions along the runway.	AUG/ 2012		A	The MET authorities are reminded that surface wind observations included in the METAR should be representative of the touchdown zone and the conditions along the runway. At present the wind sensor is installed atop of the control tower.	ECCAA/AD/MET		Target resolution date: March 2013
MET 124	CAR Annex 3, Appendix 3, paragraph 4.1.2.1	ANS/MET	The surface wind displays relating to each sensor that is located in the meteorological station, does not have corresponding displays in the appropriate air traffic unit.	AUG/ 2012		A	That ECCAA/AD should deploy the wind sensor at the touchdown zone.	ECCAA/AD/MET	FEB/ 2013	

# 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
MET 128 CAR	Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2	Saint Vincent and the Grenadines	Runway Visual Range (RVR) has not been implemented	AUG/ 2012		B	Ensure the implementation of required RVR.	TVSV	SEP/ 2013	

# 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
<b>EST Sint Eustatius</b>										
MET 112 CAR	Relay of air-reports by ATS units (Annex 3, Part 1, Chapter 5, standard 5.8)	Sint Eustatius	ATS dependencies do not transmit regularly all special AIREPs 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 Territory required locations in accordance with the Table MET 2A requirements.			

# 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
<b>SM Sint Maarten</b>										
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	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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	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 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	

# 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
<b>SM Sint Maarten</b>										
ATM 99 CAR	Annex 11, Docs 4444, 9184, 9426, 9859	Sint Maarten Airport. Air traffic control tower	Deficiente visibility from the air traffic control tower at the St. Maarten Airport.	AUG/ 2007	ICAO RO/ATM/SAR Visit in 2007	A	Carry out actions to improve control tower visibility towards the final turn and approach phases for Runway 09 at the St. Maarten Intl. Airport , which considers: a) establishment of corrective measures to improve external visibility from the control tower towards the approach and final phases of Runway 09 (U priority); and b) analyze the physical relocation of the control tower inside the St. Maarten airport premises in the medium-term (A priority).	Sint Maarten Airport		Confirmed remains outstanding ICAO RO/AGA visit in June 2012  Update 2019: Rearranged internal layout of the TWR, installed surveillance monitors to raise awareness of ATC personnel and developed a plan to relocate the tower. -> Priority A
ATM 100 CAR	Doc 8168	Sint Maarten	Height calculation of large obstacles in the surroundings of the St. Maarten airport	AUG/ 2007	.	A	Develop a height calculation study for large obstacles in the surrounding area of St. Maarten airport, and publish the corresponding information in the AIP in accordance with ICAO requirements			

# 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
<b>SM Sint Maarten</b>										
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's 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	
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	
<b>SM Sint Maarten</b>										
MET 113	CAR Relay of air-reports by ATS units (Annex 3, Part 1, Chapter 5, standard 5.8)	Sint Maarten	ATS dependencies do not transmit regularly all special AIREPs 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.	Territory		

# 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
<b>TTO Trinidad and Tobago</b>										
AGA 8	CAR Taxiway Parallel to Runway (Annex 14, Vol. I, Chap. 3, Rec. 3.9.1 & 3.9.2 and ANP, Table AOP 1)	Trinidad and Tobago, PORT OF SPAIN, Piarco Intl	No full-length parallel taxiway	DEC/ 1999	ICAO Visits March & December 2001 IFALPA Meeting November 2000 ICAO visit May 2008	B	Provide a full-length parallel taxiway.	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/AATT (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/AATT (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.

# 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 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 accesible 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.
<b>TTO Trinidad and Tobago</b>										
AIM 366 CAR	Implementation of Electronic Terrain and Obstacle Data (e-TOD), in accordance with Annex 15, para. 10.1.3 (Area 1) and 10.1.7 (Area 3)	Trinidad and Tobago	e-TOD not yet implemented	MAR/ 2011	ICAO Regional Survey	A	Implement e-TOD State must prepare an Action Plan.	Trinidad and Tobago	DEC/ 2018	

# 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
<b>TTO Trinidad and Tobago</b>										
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	Implement ATS safety management system, which includes: <input type="checkbox"/> establishing of qualified personnel to perform regulatory and ATS safety oversight tasks; <input type="checkbox"/> promoting specialized personnel training in ATS to accomplish these function; <input type="checkbox"/> develop an ATS safety programme in ATC units <input type="checkbox"/> develop runway safety programme with preventive measures to avoid runway incursions.	TTCAA	JUN/ 2017	Only legal framework has been established.
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	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: <input type="checkbox"/> determining the number of ATC job positions required for the next 5 years; <input type="checkbox"/> determining the number of ATC personnel required to cover adequately the ATC job positions for the next 5 years; <input type="checkbox"/> determining the number of personnel for the administrative support of ATS for the next 5 years; and, <input type="checkbox"/> determining the required specialized personnel for the provision of ATFM service.	TTCAA	DEC/ 2016	ATS Management developed a draft proposal which will be submitted for approval to the Director General. Implementation Project in progress

# 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
<b>TTO Trinidad and Tobago</b>										
MET 43	CAR CAR/SAM ANP MET Requirements, Table AOP 1.	Trinidad and Tobago	RVR have not been implemented.	JUN/ 1996		B	As stated in an earlier document, the Trinidad and Tobago Meteorological Service will not be installing Runway Visual Range equipment in Trinidad and Tobago, due to the low frequency of limiting visibility. The Civil Aviation Authority is advised that the "Supplement in respect of the provisions of Trinidad and Tobago be amended"	State	DEC/ 2012	
MET 57	CAR CAR/SAM ANP, Part VI, Meteorology, para. 3.	Trinidad and Tobago	Does 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	TTCAA/ATS	DEC/ 2012	
MET 101	CAR Annex 3, Chapter 2, 2.2.1, RP 2.2.2 & 2.2.3,	Trinidad and Tobago	A properly organized quality system comprising of procedures and resources necessary to provide for the quality of management of the meteorological information supplied for international air navigation has not been established by Trinidad and Tobago Meteorological Service Division.	SEP/ 2011	Trinidad and Tobago Meteorological Service establishes and implements a quality system comprising procedures, processes, and resources necessary to provide a quality management of the meteorological information; the QMS will be evaluated by Trinidad and Tobago in order to obtain and provide the ICAO NACC office the confirmation. NCLB TEAM 01 July 2016	A	TTCAA should ensure that the Meteorological Service Division establishes a properly organized quality system including procedures and resources necessary to provide for the quality of management of the meteorological information supplied for international air navigation.	Meteorological Service	NOV/ 2012	
MET 132	CAR Annex 3, Appendix 3, 4.1.2.1	Trinidad and Tobago	There is no surface wind display relating to each sensor that shall be located in the meteorological station with corresponding displays in the appropriate air traffic services units.	SEP/ 2011	Trinidad and Tobago is developing a project to install and maintain an Automatic Observing System including: ceilometer, wind-shear system, Runway Visual Range (RVR) and redundant visualization of data, etc. The project has reached 60% of its development and will be finalized in December 2016. NCLB TEAM 01 July 2016.	U	There is a project to purchase new AWOS equipment for the MET Office at the Piarco Intl. Airport	Meteorological Service		

# 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
MET 133 CAR	Annex 3, Chapter 4, Recommendation 4.6.3.2, CAR/SAM ANP Vol II, FASID Table AOP 1	Trinidad and Tobago	Notify the RVR for CAT I operations. RVR has not been implemented	SEP/ 2011		B	Plan the acquisition of the RVR to ensure the implementation of the required RVR, due to regional air navigation agreement.	Meteorological Service	DEC/ 2012	

### 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/ 2017	SAR Agreements with SRRs and RCCs finished. SAR Committee organized for the ECAR. Development of SAR regulations in progress.  RCC implemented in 2015.
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# OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
<b>TCA Turks and Caicos</b>										
AIM 395 CAR	Annexe 15 Par 10.1.3 (Area 1) and Par 10.1.7 (Area 3)	Turks and Caicos	e Tod has not been implemented yet	MAR/ 2011	Regional Survey from ICAO	B	Implementation of e Tod, State must prepare an action plan	CCAA	DEC/ 2013	

# 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
<b>USA United States</b>										
AGA 158 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.5.3 and ANP, Table AOP1)	United States, San Juan, Luis Muñoz Marin International	Non-standard VASI is provided	APR/ 2002	ICAO Review of Aerodrome Layout & ICAO Visit - October 2003	A	Action Plan: A new glide slope indicator will be installed (PAPI) as part of the Taxiway "Sierra" extension, and additional improvements due to Runway 26, Runway Safety Area (RSA) improvements. RSA improvements also include relocation of the REILS on Runway 26 end (turned-off at present time) since Runway 26 threshold had to be relocated to protect the Localizer (ILS) Antenna Array from jet blast. FAA has a goal to complete all RSA improvements to runway 8/26 for June 2013. The completion of the extension of Taxiway "Sierra" is a matter of priority and finance/funding.	United States	MAR/ 2014	United States response to ICAO letter Ref. N1-15.8.2 - EMX0260.
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	Action Plan: A new glide slope indicator will be installed (PAPI) on runway end 26 as part of the overall RSA improvements to runway 8/26. FAA has a goal to complete all RSA improvements to runway 8/26 for June 2013. The completion is a matter of priority and finance/funding.	United States	MAR/ 2014	United States response to ICAO letter Ref.: N1-15.8.2 - EMX0260.  As part of overall RSA improvements, a new glide slope indicator (PAPI) was installed on Runway 8 approach and Runway 26 approach.