

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE REGION SAM - Brazil/Brasil

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
AGA									
AGA 137 C	Visual aids (Annex 14, Vol. I, Chap. 3, 9, Doc 9737 Part 8, Doc 9476, Doc 9157)	Brasil, SAO PAULO/Guarulhos	Apron congested for the type of aircraft proposed	May-02	IFALPA Annex 19 Part 3 19-3-SAM-1	Adequate/manage apron for accommodate number of aircraft "PENDING ACTION PLAN"	Brazil	TBD	B
AIS									
AIS 83 C	Doc 8733 ANP, Part VI, Para. 11.1, 11.5.	Brazil/Brasil	Non production of Aerodrome Obstacle Chart - ICAO Type C.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series. PENDING ACTION PLAN	Indicated State	soonest	A
AIS 2 C	ICAO Annex 15, Chapter 4. Doc 8733 ANP, Part VI, Chapter 5.	Brazil/Brasil	Lack of publication of the restructured AIP	24/4/96	AIS Subgroup, GREPECAS. Survey to States. PENDING ACTION PLAN	Need to produce and issue the new restructured AIP. PENDING ACTION PLAN	Indicated State	01/2000	A
AIS 67 C	ICAO Annex 4, Chapter 11.	Brazil/Brasil	Partial application of ICAO requirements for the production of instruments approaches charts.	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts of this series according to ICAO specifications. PENDING ACTION PLAN	Indicated State	soonest	B
AIS 100 C	ICAO Annex 4, Chapter 7.	Brazil/Brasil	Partial application of ICAO requirements for the production of ICAO Enroute Navigation Charts.	18/09/96	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Effective application of ICAO requirements for the production of ICAO Enroute Charts. PENDING ACTION PLAN	Indicated State	soonest	B
AIS 61 C	ICAO Annex 4, Chapters 16 and 17.	Brazil/Brasil	Production of the world aeronautical chart and/or VFR chart, scale 1:500,000 - with non ICAO specification (PAIGH).	06/01/94	Records and files in SAM Regional Office. GREPECAS and AIS/SG reports.	Need for production of aeronautical charts according to the ICAO specifications. PENDING ACTION PLAN	Indicated State.	soonest	B

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ATM

ATM	3 C	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Brazil/Brasil	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.	Oct/1995	a) After the effective date of Amendment to Annex 1, which establishes that the English level required for ATC personnel, the States/Territories/International Organizations, should evaluate the personnel of their ATC units and further provide information regarding the deviation level required in the box "Remarks". b) In order to reach and maintain the English language level required, the States/Territories/International Organizations shall establish a permanent and continuous training plan of ATC units, which contemplates the follow-up of the improvements of personnel of ATC units and shall implement in the same, the ATS quality assurance programme. c) The States/Territories/International Organizations shall demand the personnel who works in ATC units, the English language knowledge to be required by ICAO Annex 1.	Through MSG N° 198/CECATI/2002 of 30 August 2002, Brazil informed that improvement courses are being provided to ATCOs in the operational units, with the aim to improve English language fluency.	CERNAI Brazil	TBD	U
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ATM	14 C	Use of the aeronautical phraseology	Brazil/Brasil	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	Continuous training and supervision in the use of aeronautical phraseology is required.	Brazil implemented a training programme to improve the quality of aeronautical phraseology of ATCOs. Also, ATC simulators practices are being carried out in order to solve this deficiency (ATM/I Committee, July 2001).	CERNAI Brazil	TBD	U
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CNS 4 C	AFTN circuit Brazil (M) - Paramaribo (T)	Brazil/Suriname	This circuit is not implemented and the printed communication requirements are being met using the AFTN circuit Brazil/Paramaribo	08/1989	SAM 35/89 ATS/COM Informal Meeting	The implementation of this circuit will be made once the REDDIG network is implemented	Brazil, Suriname, RLA/98/019 Project	MAY 2003	B
CNS 6 C	ATS speech circuits plan. Table CMS 1C. Belem ACC/Paramaribo ACC	Brazil/Suriname	This circuit was not yet implemented. Its implementation was planned as part of the ATS speech switched network	08/1989	SAM 35/89 ATS/COM Informal Meeting	The implementation of this circuit will be made once the REDDIG network is implemented	SAM CAAs and RLA/98/019 Project	MAY 2003	U
CNS 10 C	ATS speech circuits plan. Table CNS 1C. Georgetown ACC/Manaus ACC	Brazil/Guyana	This circuit is not yet implemented. Its implementation was planned as a direct speech circuit	08/1989	SAM 35/89 ATS/COM Informal Meeting	The implementation of this circuit will be made once the REDDIG network is implemented.	SAM CAAs and RLA/98/019 Project	MAY 2003	A
CNS 8 C	ATS speech circuits plan. Table CNS 1C. Rochambeau ACC/Belem ACC	Brazil/French Guiana (France)	This voice channel was implemented as part of a speech plus data circuit linking Rochambeau and Brasilia. The ATS speech circuit Rochambeau ACC/Belem ACC is a switched circuit using the switching services of the Brasilia voice switch. Currently the voice communicator service is deficient due to problems at Brasilia associated with the TOYAMA MUX equipment	19/7/01	The deficiency was presented by France during the ATM/CNS/SG/1 meeting and supported by Brazil.	The deficiency in the operation of this circuit could be made once the REDDIG is implemented.	Brazil and France CAAs	MAY 2003	U
CNS 19 C	Radio Navigation Service Plan. Table CNS 3. VOR/DME	Brazil, Corumba	This VOR/DME is not implemented	05/1989	This VOR would support air navigation along the air routes UA300 and UA304. Currently, an NDB is operating at the significant point	Implementation planned for 1999 WAITING FOR THE ACTION PLAN FOR THE INSTALLATION OF VOR/DME	Brazil	2004	A
CNS 23 C	Radio Navigation Service Plan. Table CNS 3. VOR/DME	Brazil, Ilheus	This VOR/DME is not implemented	05/1989	This facility, recommended for en route navigation, would support the air route UA314. Currently, an NDB is operating at the significant point	The implementation was planned for year 2000 WAITING FOR THE ACTION PLAN FOR THE INSTALLATION OF VOR/DME	Brazil	TBD	B

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MET

MET	31 C	Adequate number of MET trained staff	Brazil/Brasil	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists	22/06/96	To use CAR/SAM technical cooperation regional projects for the training in aeronautical meteorology. Brazil: To eliminate the lack of forecasters, training process of the same has been re-initiated.	To make every effort to have the adequate number of aeronautical meteorologists	Indicated State	2005	A
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