



- Agenda Item 1:** **Follow-up to the status of GREPECAS conclusions and decisions in force and of air navigation deficiencies in the CAR/SAM Regions with “U” priority**
- 1.2 **Status of air navigation deficiencies in the CAR/SAM Regions with “U” priority**

STUDY OF THE CURRENT SITUATION OF “U” PRIORITY DEFICIENCIES IN THE CAR/SAM REGIONS

(Presented by the Secretariat)

SUMMARY	
This working paper presents updated information on the progress to date of the resolution of “U” deficiencies in the CAR/SAM Regions.	
References:	
<ul style="list-style-type: none"> • Report of the Seventeenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17) (Cochabamba, Bolivia (Plurinational State of), 21 to 25 July 2014) • Report of the Third Meeting of the Programmes and Projects Review Committee (PPRC/3) Report (Mexico City, Mexico, 21 to 23 July 2015) • Report of CIAC/14 Meeting • Publication 1083 of the World Meteorological Organization (WMO) • Uniform methodology for identification, assessment and reporting of Air Navigation deficiencies in accordance with the ICAO Council • GREPECAS Air Navigation Deficiencies Database (GANDD) 	
Strategic Objective(s)	<i>This working paper is related to Strategic Objective(s)</i> <i>A – Safety</i> <i>B - Air Navigation Capacity and Efficiency</i> <i>D - Economic Development of Air Transport</i> <i>E - Environmental Protection</i>

1. Introduction

1.1 GREPECAS/17 Meeting highlighted actions taken on the regional application of the Hazard Identification and Risk Assessment (HIRA). Additionally, GREPECAS/17 in compliance with the Programmes and Projects Review Committee (CRPP) Draft Conclusion 2/1 adopted the changes to the HIRA methodology.

1.2 The Meeting shall recall that, in accordance with GREPECAS established procedures, the ICAO NACC and SAM Regional Offices follow-up on States' corrective actions, and consequently, update the GANDD.

1.3 The Meeting should consider that the PPRC/3 was informed that, after analyzing deficiencies, the GREPECAS/17 considered that the uniform methodology for identification, assessment and reporting of ICAO air navigation deficiencies presented 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 methodology effectiveness and decided to adopt Conclusion 17/12 - *Revision of the ICAO uniform methodology for the identification, assessment and reporting of air navigation deficiencies*.

1.4 The PPRC/3 Meeting noted that the International Air Transport Association (IATA) will continue submitting the ICAO NACC and SAM Regional Offices its deficiencies list updated quarterly, for each Regional Office carry out the corresponding actions.

2. Discussion

2.1 The existing deficiencies that affect air navigation services provision in the ICAO Regions are matter of persistent concern and high priority for the ICAO Council, and therefore the need for States to establish Corrective Action Plans (CAP) to resolve them.

2.2 It should be recognized that, in spite of all efforts made by the ICAO Regional Offices to improve the deficiencies' progress, the following difficulties remain:

- The process to update the GANDD, is sometimes complicated, resulting in States not updating the information periodically
- Some deficiencies remain unresolved in the GANDD for a long time
- The main source of deficiencies identification was the ICAO regional officer's missions, and this kind of missions are no longer carried out
- From the recognized organizations able to providing deficiencies information, only the International Federation of Air Line Pilot Association (IFALPA) has provided a deficiency list

2.3 On 29 April 2016, IFALPA presented to the SAM Regional Office information on the deficiencies observed and reported by their associates in the airports of the SAM States. In this regard, the Secretariat proceeded to review this information taking note of those deficiencies that affect the airports included in the CAR/SAM ANP and, in this regard, the GANDD is being updated and work is being developed with States to resolve them.

2.4 Further to GREPECAS Conclusion 17/12, the ICAO Air Navigation Commission (ANC) noted this request and informed that the uniform methodology review for the identification, assessment and reporting of air navigation deficiencies in 2015 is in accordance with the ANC Secretariat plan. In this regard, the ANC has communicated that the Secretariat will timely update the corresponding documentation.

2.5 In the CAR Region, under the ICAO NACC Regional Office “*No Country Left Behind*”(NCLB) strategy, an exhaustive review of deficiencies State by State, especially of “U” priority has been performed, achieving more concrete actions for each State and which follow-up is performed through NCLB tailored action plans. **Appendix A** shows the progress on the resolution of deficiencies, a reduction can be observed.

2.6 In the SAM Region, the Secretariat has been working with States in order to resolve the deficiencies remaining for many years in the GANDD. After GREPECAS/17, priority “U” deficiencies decreased in 50% through the coordinated work carried out with States.

2.7 **Appendix B** presents priority “U” deficiencies in SAM Region, with their respective areas, which have been resolved between 2014 and 2015. Regarding MET deficiencies, which are more numerous, work has been developed with States through teleconferences in December 2014, two during 2015 and two in 2016. The resolution of the deficiencies related to personnel will be very difficult to resolve in a short term since they require personnel training and a hiring policy that should be developed by the civil aviation authorities together with meteorological authorities in a short and medium term, in order to comply with Annex 3 provisions regarding Standard 2.1.5. The lack of university degree careers in the MET area, in some States, could also difficult personnel training.

2.8 Regarding the above mentioned deficiency, it is necessary that States become aware of this aspect preparing a MET personnel training policy and, especially develop it. The World Meteorological Organization (WMO) has prepared a Basic Instruction Package (BIP-M), which should be completed by the personnel providing meteorological services for international air navigation. This package can be found in Publication WMO No. 1083 – *Manual on the Implementation and Training Standards in Meteorology and Hydrology*. States should consider that personnel training take from two to four years, thus, to consider the resolution of these deficiencies in a short term is unrealistic, but the task should be initiated.

2.9 During CIAC/14 Meeting, Paraguay presented WP/16 with a Curricula for the training of Senior Level Technician in General Meteorology adjusted to BIP-M required by WMO, which can be accessed via this [link](#), *available only in Spanish*. The Meeting could urge States, with the above mentioned deficiency, to make all the efforts to create strategic alliances with universities, CIACs or tertiary institutions of non-university training recognized by the State, in order to create curricula or extra-curricula Aeronautical Meteorology courses, where the programme of studies is adjusted to WMO BIP-M, with the respective course load and, in this way, have aeronautical meteorology personnel trained in accordance with WMO requirements. There are also correspondence courses offered by universities of the Region and of other regions, which can be accessed through enquiry with WMO States’ permanent representatives.

2.10 The Meeting shall consider issuing a Decision on longstanding unresolved deficiencies in the GANDD. Also, should be considered a working methodology and/or teleconferences between ICAO Regional Offices and the States focal points in order for deficiencies to be reviewed, and if applicable, mitigate them to timely update the database.

Deficiencies in the CAR Region

2.11 “U” priority deficiencies for CAR States are presented in **Appendix C** to this Working paper.

Deficiencies in the SAM Region

2.12 “U” priority deficiencies for SAM States are presented in **Appendix D** to this Working paper.

2.13 With regard to deficiencies related to MET personnel, the Meeting could consider the following draft conclusion:

**DRAFT CONCLUSION
PPRC 4/XX**

MET PERSONNEL DEFICIENCIES

That, in order to have in their staff aeronautical meteorologists that comply with the training requirements of the World Meteorological Organization, the States should:

- a) prepare and implement professional training courses for aeronautical meteorologists, aligned to BIP-M contained in Publication WMO No. 1083, in alliance with universities, CIACs or non-university tertiary training institutions that comply with quality standards in the education provided;
- b) create cooperation relationships with WMO State’s permanent representatives in order to access correspondence courses for personnel training, offered by universities and international institutions, and approved by WMO;
- c) prepare and implement a programme to associate university meteorological personnel or personnel with technical professional training, with the aeronautical meteorological units of air navigation services at short and medium terms.

3. Suggested Action

3.1 The Meeting is invited to:

- a) take note of the information contained in Appendices A, B, C and D to this working paper;
- b) consider draft conclusion presented in paragraph 2.13;
- c) urge IATA to inform on deficiencies;
- d) adopt a decision on longstanding “U” priority deficiencies in the GANDD; and
- e) adopt other actions as deemed appropriate.



ICAO

NACC

UNITING AVIATION

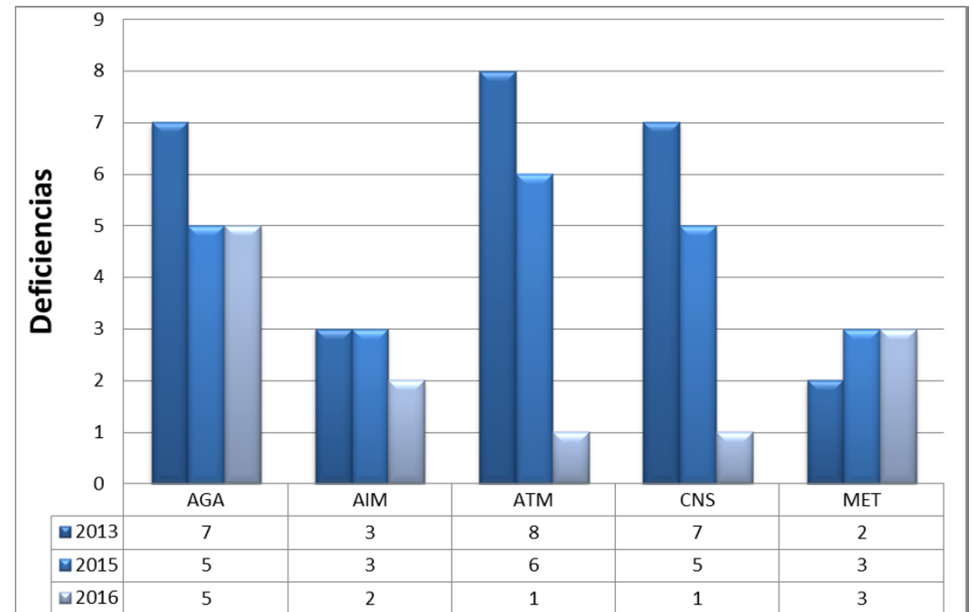
NO COUNTRY LEFT BEHIND



Outstanding Deficiencies in the CAR Region

	Jan 2013	Jan 2015	NCLB Feb 2015 – Jun 2016
U	27	22	12
A	600	495	451
B	145	123	99
	772	640	562

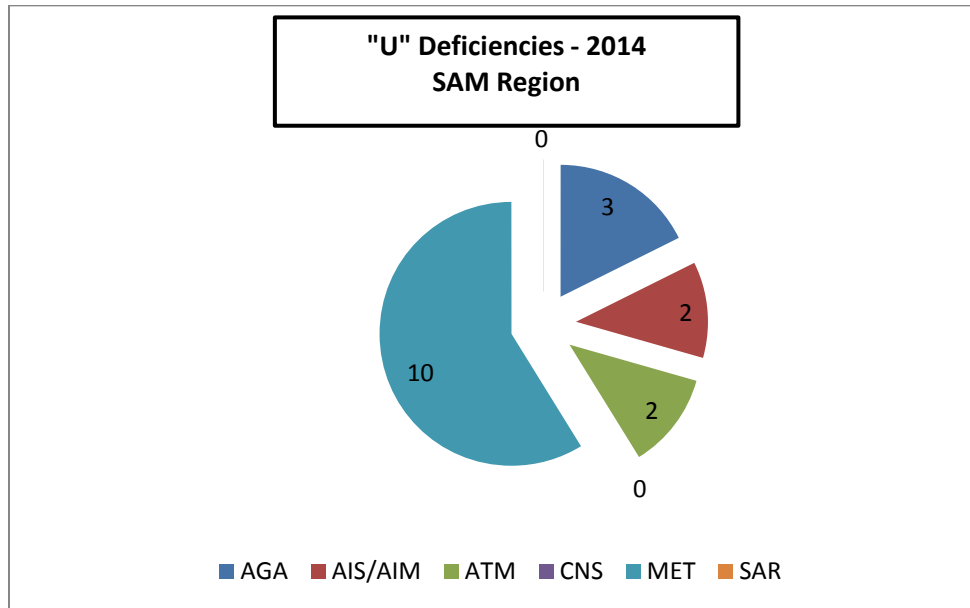
Outstanding priority “U” Deficiencies by field in the CAR Region



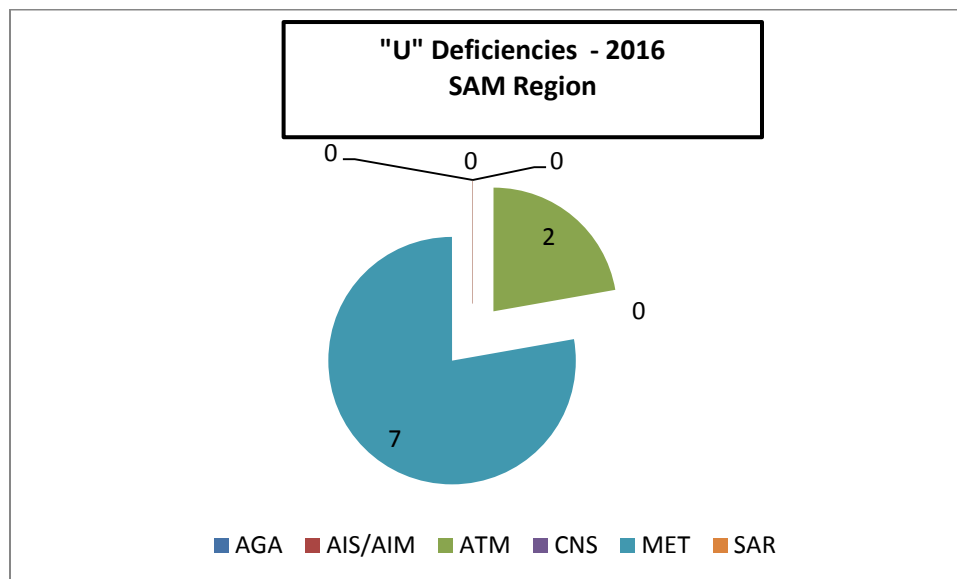
APPENDIX B

COMPARISON OF PRIORITY "U" DEFICIENCIES BETWEEN 2014 AND 2016

GREPECAS/17



PPRC/4



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
BLZ Belize										
AGA 167 CAR	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - Rec 3.3.4 & 6)	Belize, BELIZE CITY, Philip Goldson International	Runway strip width is insufficient in some sections of the northern part and contains objects such as debris and vegetation.	NOV/ 2001	ICAO Visit November 2001 ICAO Visit November 2006	U	Remove the objects Widen the northern strip where required	Belize	2014	BACC will contract a firm in January 2010 to remove all vegetation and provide a runway strip of 300 meters and level the existing ground. Date postponed for 2014.
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	U	Consider providing RESAs by not declaring stopways, clearing vegetation and strengthening the ground.	Belize	2014	For Runway 25, the stop has been eliminated but filling of the terrain is required to provide RESA.
AGA 463 CAR	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.3.3, 5.3.3.4 and 5.3.3.5)	Belize, Belize City, Philip S.W Goldson International Airport (MZBZ)	Lack of aerodrome beacon	NOV/ 2006	ICAO Visit November 2006	U	An aerodrome beacon is necessary to support aircraft approaches between sunset and sunrise. This facility must be included in the Corrective Action Plan	Belize	2014	BACC has offered this item

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

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
CU Curaçao										
AGA 582 CAR	Aerodrome Emergency Planning (Annex 14, Vol. I, Chap. 9, 9.1.1 – 9.1.3, 9.1.6, 9.1.14 & 15)	Curaçao	The Airport Emergency Plan is outdated and does not include current amendments of Annex 14, Vol. 1 (Annex 14, Vol. 1, Chapter 9, 9.9).	JUN/ 2012	ICAO Visit 2012	U	Update the Aerodrome Emergency Plan including the latest amendment of Annex 14, Vol. I, regarding public health emergency situations.	Netherlands Antilles	APR/ 2013	In progress, deadline April 2013

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

GTM Guatemala

AGA	23 CAR	Runway End Safety Area (Annex 14, Vol. I, Section 3.5, 3.5.1 - 3.5.5)	Guatemala, GUATEMALA, La Aurora	No runway end safety areas are provided on both runway ends	DEC/ 1999	ICAO Visit December 1999 and May 2001 ICAO visit October 2007	U	Provide RESAs	DGAC	JUN/ 2014	The DGAC should consider the provision of RESAS through the reduction of declared distances
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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
HTI Haiti										
AIM 341 CAR	Annex 15 Chapter 3, Par. 3.1.1.3, 3.1.2 and 3.3.3, Doc 8126 Chapter 3.	Haiti	<p>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.</p>	MAR/ 2010	ICAO Visit by Regional Officer, Aeronautical Information Management - June 2010	U	<p>Implement the functions of AIM as follows: a) receive and/or originate b) collate or assemble c) edit d) format e) publish/store and f) distribute</p> <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: a) related technical services b) NOTAM International Office (NOF) c) aerodrome/heliport AIM dependencies d) cartographic services e) printing and distribution services</p> <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: (a) related technical services; (b) NOTAM International Office (NOF); (c) aerodrome/heliport AIS dependencies; (d) cartographic services; (e) printing and distribution services; and efficient communications facilities, particularly links per AFTN, fax and connection to the Internet (e-mail)</p>

OUTSTANDING DEFICIENCIES

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

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

HTI Haiti

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

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

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

VCT Saint Vincent and the Grenadines

MET 127 CAR Annex 3, Part I, Chapter 5, STD 5.8	Saint Vincent and the Grenadines	No relay of special air-reports (AIREPs) by ATS unit is	AUG/ 2012			U	ATS units do not transmit regularly all special AIREPs to MET dependencies	TVSV	JUL/ 2013	
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OUTSTANDING DEFICIENCIES

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

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

OUTSTANDING DEFICIENCIES

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1	2	3	4	5	6	7	8	9	10	11

TTO Trinidad and Tobago

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		U	There is a project to purchase new AWOS equipment for the MET Office at the Piarco Intl. Airport	Meteorological Service		
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OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
BOL Bolivia										
MET 30 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)	Bolivia / Aerodrome meteorological offices and meteorological watch office (MWO) of La Paz	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49. MET Technical personnel is complying functions of professional meteorologists.	OCT/ 2006	a) Carry out a review the funcions 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 have sent MET personnel to get trained in Argentina. These efforts will continue.	AASANA		a) Personnel licenses for aeronautical meteorology will be applied. b) Courses for meteorological forecasters are being scheduled.

OUTSTANDING DEFICIENCIES

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

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1	2	3	4	5	6	7	8	9	10	11

ECU Ecuador

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

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

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

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 1, 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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OUTSTANDING DEFICIENCIES

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

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1	2	3	4	5	6	7	8	9	10	11

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 1, 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		Hydromet Service		
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OUTSTANDING DEFICIENCIES

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

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

PAN Panama

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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OUTSTANDING DEFICIENCIES

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

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1	2	3	4	5	6	7	8	9	10	11

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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OUTSTANDING DEFICIENCIES

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

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1	2	3	4	5	6	7	8	9	10	11
URY Uruguay										
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

OUTSTANDING DEFICIENCIES

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

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1	2	3	4	5	6	7	8	9	10	11
VEN Venezuela										
ATM 25 SAM	Use of the aeronautical phraseology	Venezuela	In general, the use of aeronautical phraseology does not meet the required levels and is a relevant factor with regard to ATS incidents.	SEP/ 2000	ATM/SAR 02/00-SAM Meeting.	U	1. Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units. (E-CAR/SAM-NE ICG/2 Dic 2003). Realization of refreshment courses for ATCOs during 2004.	INAC Venezuela	JUL/ 2010	2008: A recurring training is kept in aerodrome, approach and control centre phraseology, according to the CATC capacities. 2007: Venezuela informed that a continuing process for training in the use of aeronautical phraseology for air traffic controllers has been implemented, foreseeing its solution by 2007.