



Agenda Item 4: Review of Deficiencies and pending GREPECAS Conclusions/Decisions in the ATM and SAR fields (Task ATM-GRAL/100)

SPECIFIC ATM AND SAR DEFICIENCIES IN CAR AND SAM REGIONS

(Presented by the Secretariat)

Summary

This working paper presents updated information on the priority “A”, “B” and “U” air navigation deficiencies of the CAR and SAM Regions, in each of the ATM and SAR fields, as well as on the action taken by States/Territories/International Organizations in resolving the aforementioned deficiencies.

References:

- GREPECAS/13 Meeting (Santiago, Chile, 14 to 18 November 2005).
- Report of the Sixth meeting of the GREPCAS Aviation Safety Board (ASB/6), Santiago, Chile, 13 November 2005).

1. Introduction

1.1 Based on the uniform methodology for the identification, assessment and reporting of air navigation deficiencies formulated and updated by the ICAO Council, the GREPECAS and its Contributory Bodies periodically review the status of implementation of the CAR/SAM Regional Air Navigation Plan, with a view to determining and evaluating the deficiencies in the air navigation fields within the CAR/SAM Regions.

1.2 In this regard, and following Decision 9/20 of GREPECAS/9 Meeting, the Aviation Safety Board (ASB), based on its terms of reference, has evaluated, supervised and monitored the deficiencies with a direct impact on safety and requiring urgent corrective actions, classified as “U”, in the air navigation fields in the CAR/SAM Regions and has developed appropriate action to contribute to their correction.

1.3 The GREPECAS, at its periodic meetings, reviews and takes appropriate action on the air navigation deficiencies classified as “A” (necessary for air navigation safety) and “B” (necessary for the regularity and efficiency of air navigation).

1.4 GREPECAS 13 has recommended taking full advantage of the potential of the electronically available GREPECAS Air Navigation Deficiencies Database (GANDD) on the NACC and SAM Offices websites, providing updated information for said database. In this regard, NACC Office has appointed Mr. Gabriel Meneses (gmeneses@mexico.icao.int) and SAM Office has appointed Mr. Arturo Martinez (am@lima.icao.int) as focal points to provide assistance on GANDD use.

2. Discussion

2.1 The meeting should take note on the responsibility of civil aviation authorities under Article 28 of the Chicago Convention for providing safe, regular and efficient air navigation services, therefore the CAR and SAM Regions should review the ATM and SAR deficiencies providing the appropriate input. The Meeting is presented with the outstanding deficiencies in **Appendices A** (CAR) and **B** (SAM) to this Working Paper. The deficiencies where action plans for their correction have been submitted in accordance with GREPECAS Conclusion 11/55: *Action Plan for the Resolution of Air Navigation Deficiencies* are presented in **Appendices C** (CAR) and **D** (SAM). **Appendices E** (CAR) and **F** (SAM) contain information on those deficiencies corrected or eliminated.

2.2 When reviewing the Appendices to this working paper, the Meeting may note that not all States/Territories/International Organizations have informed to ICAO Regional Offices on the Action Plans developed to correct the deficiencies in the air navigation fields. In this context, and considering the concern that the Air Navigation Commission, the ICAO Council and GREPECAS have repeatedly expressed on the many deficiencies and the time that these have persisted, States/Territories/International Organizations that have not yet taken actions in this regard, are encouraged to take full advantage of the GANDD submitting or updating action plans for the resolution of regional air navigation deficiencies presented in **Appendix G**.

2.3 It should also be kept in mind that GREPECAS/13 considered that most of the deficiencies in the ATM field are referred to the lack of utilisation of the ICAO aeronautical phraseology and of the English language by air traffic controllers, recognizing that both deficiencies also involved the pilots operating in the region.

2.4 In view of this GREPECAS/13 took note of the offer took note of the offer made by IATA, IFALPA and IFATCA to work together with ICAO in the preparation of said survey, in order to prepare such survey, and consequently agreeing on Conclusion 13/93 which requests these international organizations to prepare a survey in order to follow-up and verify the status of the deficiencies related to aeronautical phraseology and the use of the English language in the CAR/SAM Regions. This conclusion is pending of execution.

2.5 Finally, the Meeting should also take into account GREPECAS Decision 12/124, which urges States to eliminate urgent deficiencies within next two years, and subsequently the GREPECAS/15 meeting would review the deficiencies solution status with a view to considering the application of last resort action, after exhausting all the alternatives, wherever applicable.

3. Suggested action

3.1 The Meeting is invited to urge States/Territories/International Organizations to:

- a) note the information contained in Appendices A, B, C, D, F and G to this working paper;
- b) use GANDD to correct the respective Deficiencies in their Air Navigation Services;
- c) consider a maximum of two years (**31 December 2007**) States to eliminate "urgent" deficiencies, when the application of "last resort action" will be considered; and
- d) submit or update appropriate the Action Plans for the correction of the identified Air Navigation Deficiencies to the NACC and SAM Offices by **30 November 2007**.

OUTSTANDING DEFICIENCIES (A,B,U)

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

ATM/COMM/5
WP/08
Appendix A

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
ATM Anguilla									
ATM 34 C	Use of the aeronautical phraseology	Anguilla	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.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA OECS	2003	U
ATM Bahamas									
ATM 18 C	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.	Sept./2000	ATS/SG/9, RO ATM/SAR mission in April 2005.	Continuous training and supervision in the use of aeronautical phraseology is required, in accordance with what is stated in Doc 4444 PANS-ATM. Bahamas is implementing the ICAO SARPs.	CAA Bahamas	2006	U
ATM Belize/Belice									
ATM 4 C	Provision of air traffic control service CAR/SAM/3 Rec. 5/33	Belize	Some segments of ATS routes of the FIR do not count yet with ATS at the required levels.	Sept./94	GREPECAS/4, Report IATA Conc. 4/10, Appendix 5	Provide ATS and improve VHF COM in the area in question.	CAA Belize	2003	U
ATM 20 C	Use of the aeronautical phraseology	Belize	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.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA Belize	2003	U
ATM British Virgin Islands/Islas Vírgenes Británicas									
ATM 42 C	Use of the aeronautical phraseology	British Virgin Islands	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.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA UK	2003	U
ATM Dominica									
ATM 40 C	Use of the aeronautical phraseology	Dominica	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.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	ECCAA	2003	U

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Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
ATM El Salvador									
ATM 8 C	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	El Salvador	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	Oct. 95	GREPECAS/5. Collaborative actions have been taken with other states for the recurrent training in the English language of air traffic controllers.	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.	CAA El Salvador	2008	U
ATM 24 C	Use of the aeronautical phraseology	El Salvador	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9. Recurrent courses for the use of aeronautical phraseology for air traffic controllers have been implemented.	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA El Salvador	2008	U
ATM Grenada/Granada									
ATM 25 C	Use of the aeronautical phraseology	Grenada	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA OECS	2003	U

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Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
ATM Guatemala									
ATM 9 C	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Guatemala	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	Oct. 95	GREPECAS/5	a) 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. b) The States/Territories/International Organizations shall demand the personnel who works in ATC units, the English language knowledge required by ICAO Annex 1.	CAA Guatemala	2003	U
ATM 26 C	Use of the aeronautical phraseology	Guatemala	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA Guatemala	2003	U
ATM Haiti									
ATM 5 C	Provision of Aerodrome Control Services	Haiti/Cap. Haitien Aerodrome	Aerodrome control services are not provided at Cap. Haitien Aerodrome	4/05/98	Mission to the State NACC Office	Aerodrome control services should be provided at Cap. Haitien	CAA Haiti	2003	A
ATM Honduras									
ATM 28 C	Use of the aeronautical phraseology	Honduras	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA Honduras	2003	U
ATM Jamaica									
ATM 48 C	Contingency Plan.	Jamaica	There is no Contingency Plan for the Kingston FIR.	04/05	Observed during RO ATM's mission in April 2005. The CAA informed that a draft version is in progress.	Develop a Contingency Plan.	CAA Jamaica	2005	U

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ATM Mexico									
ATM 49 C	English proficiency in Air Traffic Services, CAR/SAM/3 RAN Rec. 5/35.	Mexico	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of aeronautical incidents and/or accidents.	Oct. 95	In 1998 Mexico instituted a programme to review and update the syllabus of air traffic controllers studies, requiring from candidates a certificate of English knowledge or proficiency at an advanced level of 80%. The ATS provider agency has established a programme to encourage ATS personnel to improve their level of English through advanced courses at recognised institutions, offering the possibility of covering the costs of said courses.	CAA Mexico/SENEA M		U	
ATM 50 C	Use of the aeronautical phraseology.	Mexico	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required level, and it is a relevant factor with regard to ATS incidents.	Sept. 2000	Although no document has been approved containing a standard phraseology for adoption by the States in the Region, Mexico has developed a Manual on Aeronautical Phraseology for use by ATS personnel and pilots. The document is constantly being reviewed.	CAA Mexico/SENEA M		U	
ATM Montserrat									
ATM 37 C	Use of the aeronautical phraseology	Montserrat	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.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA UK	2003	U
ATM Saint Kitts and Nevis/San Kitts y Nevis									
ATM 41 C	Use of the aeronautical phraseology	Saint Kitts and Nevis	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.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA Saint Kitts	2003	U
ATM Saint Lucia/Santa Lucía									
ATM 32 C	Use of the aeronautical phraseology	Saint Lucia	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.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA OECS	2003	U
ATM Trinidad and Tobago/Trinidad y Tabago									
ATM 33 C	Use of the aeronautical phraseology	Trinidad and Tobago	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.	Sept./2000	ATS/SG/9. Since 2004 a continuing training process for air traffic controllers has been implemented.	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA Trinidad and Tobago	2003	U

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Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
ATM Turks and Caicos/Islas Turcas y Caicos								
ATM 39 C Use of the aeronautical phraseology	Turks and Caicos	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.	Sept./2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA Turks and Caicos	2003	U

OUTSTANDING DEFICIENCIES (A,B,U)

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Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
ATM Argentina									
ATM 1 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Argentina	The proficiency in the English language of some ATC units could be a contributory factor for the occurrence of incidents and/or aeronautical accidents (Annex 1).	Oct/1995	GREPECAS/5	(FAX N° 286/02 – Departamento OACI – 30 octubre 2002) A continuous English language training plan has been implemented for ATCOs. The following issues have been adopted: 1) Incorporate personnel with a good level of colloquial English. 2) Incorporation of a CTA course, one-month colloquial intensive English in a language center. 3) Implementation of a training, improvement of the English language for ATCOs (PCP IIC). The administration has carried out an evaluation of English language proficiency to ATC personnel. The level does not meet the minimum ICAO requirements as established in Annex 1. As of year 2004, personnel will be provided with ATC simulation courses and English courses in recognised national institutes or abroad.	CRA Argentina	2007	U
ATM Brazil/Brasil									
ATM 36 S	Unmanned free balloons (Annex 2, Chapter 3, para. 3.1.9)	Brazil/Brasil	Free balloons are launched by people during the months of May, June and July, causing serious problems in air operations.	2004	Reported by IATA during the ASB/5	The State has taken measures through television programmes to make people aware of the problem. Actions directed to ATC on information provided to pilots. The deficiency persists.	Indicated State	TBD	U

OUTSTANDING DEFICIENCIES (A,B,U)

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

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
ATM Ecuador									
ATM 5 S	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	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	2007	U
ATM Paraguay									
ATM 10 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Paraguay	The proficiency in the English language of some ATC units is below the desired level and could be a contributory factor for the occurrence of incidents and/or aeronautical accidents. (Annex 1)	Oct/1995	GREPECAS/5	Through Note GNA-001/02 dated 22 November 2002, the administration has initiated the training process for the English language proficiency, scheduled to finalize in 2005. (Mission 2004: State is encouraged to maintain the training programme on this field).	DINAC Paraguay	2007	U
ATM 21 S	Use of the aeronautical phraseology	Paraguay	In general, the use of aeronautical phraseology does not meet the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	ATM/SAR 02/00-SAM Meeting.	The training process is expected to be finalized for 2005. (Mission 2004: State is encouraged to maintain the training programme on this field).	DINAC Paraguay	2006	U
ATM Uruguay									
ATM 11 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Uruguay	The proficiency in the English language of some ATC units is below the desired level and could be a contributory factor for the occurrence of incidents and/or aeronautical accidents. (Annex 1)	Oct/1995	GREPECAS/5	Through communication No. 025/02 dated 20 March 2002, the Uruguayan administration informed that they are studying the possibility to reinstate improvement of English courses for ATCOs, planning aeronautical phraseology course for ATCOs with bilingual requirements in Spanish and English. During 2003, training programme was reinitiated to reach level 5 of Annex 1. When hiring new personnel the minimum level required corresponds to the "First Certificate of Advanced English".	DINACIA Uruguay	2007	U

OUTSTANDING DEFICIENCIES (A,B,U)

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

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
ATM 23 S	Use of the aeronautical phraseology	Uruguay	In general, the use of aeronautical phraseology does not meet the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	ATM/SAR 02/00-SAM Meeting.	1) Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units. 3) Has training programmes (Mission Nov 2003) for the correct use of aeronautical phraseology in Spanish and English languages for ATCOs, with supervision on the adequate use of the same.	DINACIA Uruguay	2006	U
ATM Venezuela									
ATM 27 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Venezuela	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	1) Incorporate personnel with a good level of colloquial English. 2) Establish a training plan and recurrence of the English language. (E-CAR/SAM-NE ICG/2 Dic 2003). Also, the administration has informed that they are carrying out coordinations with the PANAM Int. Flight Academy to send ATCOs. (Note 0253 dated 19 February 2003).	INAC Venezuela	2008	U
ATM 25 S	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.	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	2007	U

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies	Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered

ATM Dominican Republic/República Dominicana

ATM	23 C	Use of the aeronautical phraseology	Dominican Republic	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	02/04	Continuous training and supervision in the use of aeronautical phraseology is required. Action Plan: Training processes carried out since 2002 have satisfactorily risen the use of aeronautical phraseology, which has considerably decreased the aeronautical incidents. In addition, enhancements to the training plans have been implemented in order to keep on rising the aeronautical phraseology standards.	CAA Dominican Republic	2005
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ATM Honduras

ATM	10 C	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Honduras	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	10/04	a) The required English language evaluation was carried out and effectively, it was noted that 60% of the Air Traffic Controllers presented the deficiency. b) The State has been required to ensure that the recruitment of new personnel be done in accordance with ICAO standards, as well as English proficiency. Additionally, The ATS Quality Assurance Plan is in process. c) The required use of English and Spanish aeronautical phraseology has also been demanded, and to that end, some local courses have been offered in this regard.	CAA Honduras	2005
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ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered	
SAR Haiti								
SAR 1 C	Search and Rescue facilities CAR/SAM/3 Rec. 6/2.	Haiti SRR/RCC Port-au-Prince	SRR/RCC not implemented	04/05	The following items will be developed: SAR General Mission, Legal Aspects, Responsibility of providing SAR services, National entity SAR, Covering Area, SAR Means, SAR training, SAR Documentation, SAR Agreements.	CAA Haiti	2006	
SAR Trinidad and Tobago/Trinidad y Tabago								
SAR 2 C	Search and Rescue facilities CAR/SAM/3 Rec. 6/2	Trinidad and Tobago RCC Piarco	SAR partially implemented	10/12/03	Procurement of equipment ongoing.	CAA Trinidad and Tobago/Ministry of Nat.Sec.	2006	Signatures of SAR Agreements with SRRs and RCCs pending.

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies	Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered

ATM Argentina

ATM	1 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Argentina	The proficiency in the English language of some ATC units could be a contributory factor for the occurrence of incidents and/or aeronautical accidents (Annex 1).	2002	(FAX N° 286/02 – Departamento OACI – 30 octubre 2002) A continuous English language training plan has been implemented for ATCOs. The following issues have been adopted: 1) Incorporate personnel with a good level of colloquial English. 2) Incorporation of a CTA course, one-month colloquial intensive English in a language center. 3) Implementation of a training, improvement of the English language for ATCOs (PCP IIC). The administration has carried out an evaluation of English language proficiency to ATC personnel. The level does not meet the minimum ICAO requirements as established in Annex 1. As of year 2004, personnel will be provided with ATC simulation courses and English courses in recognised national institutes or abroad.	CRA Argentina	2007	Argentina informed that the correction of this deficiency is in process, foreseeing its finalization by 2007.
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ATM Brazil/Brasil

ATM	36 S	Unmanned free balloons (Annex 2, Chapter 3, para. 3.1.9)	Brazil/Brasil	Free balloons are launched by people during the months of May, June and July, causing serious problems in air operations.	2004	The State has taken measures through television programmes to make people aware of the problem. Actions directed to ATC on information provided to pilots. The deficiency persists.	Indicated State	TBD	This is a deficiency which is produced in the months of May, June and July due to national festivities. The major difficulty is that its is a popular costum. In view of this, the State has taken measures such as making the population aware through the media. It has also adopted actions directed towards the ATC and to inform pilots through aeronautical publications. Brazil informed that laws were developed that prevent punishments for people launching free balloons. However, due that this is a popular tradition; it is difficult to establish a finalization date.
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ATM Ecuador

ATM	5 S	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).	2003	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	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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ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered	
ATM Paraguay								
ATM 10 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Paraguay	The proficiency in the English language of some ATC units is below the desired level and could be a contributory factor for the occurrence of incidents and/or aeronautical accidents. (Annex 1)	2003	Through Note GNA-001/02 dated 22 November 2002, the administration has initiated the training process for the English language proficiency, scheduled to finalize in 2005. (Mission 2004: State is encouraged to maintain the training programme on this field).	DINAC Paraguay	2007	Paraguay informed that the solution is foreseen by 2007.
ATM 21 S	Use of the aeronautical phraseology	Paraguay	In general, the use of aeronautical phraseology does not meet the required levels and it is a relevant factor with regard to ATS incidents	2003	The training process is expected to be finalized for 2005. (Mission 2004: State is encouraged to maintain the training programme on this field).	DINAC Paraguay	2006	Paraguay informed that the solution is foreseen by 2006.
ATM Uruguay								
ATM 11 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Uruguay	The proficiency in the English language of some ATC units is below the desired level and could be a contributory factor for the occurrence of incidents and/or aeronautical accidents. (Annex 1)	2003	Through communication No. 025/02 dated 20 March 2002, the Uruguayan administration informed that they are studying the possibility to reinstate improvement of English courses for ATCOs, planning aeronautical phraseology course for ATCOs with bilingual requirements in Spanish and English. During 2003, training programme was reinitiated to reach level 5 of Annex 1. When hiring new personnel the minimum level required corresponds to the "First Certificate of Advanced English".	DINACIA Uruguay	2007	Uruguay informed that a training system for air traffic controllers in English language proficiency foreseeing its solution by 2007.
ATM 23 S	Use of the aeronautical phraseology	Uruguay	In general, the use of aeronautical phraseology does not meet the required levels and it is a relevant factor with regard to ATS incidents	2003	1) Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units. 3) Has training programmes (Mission Nov 2003) for the correct use of aeronautical phraseology in Spanish and English languages for ATCOs, with supervision on the adequate use of the same.	DINACIA Uruguay	2006	Uruguay informed that a training process on the use of aeronautical phraseology for air traffic controllers has been implemented, foreseeing its solution by 2006.
ATM Venezuela								
ATM 27 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Venezuela	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)	2002	1) Incorporate personnel with a good level of colloquial English. 2) Establish a training plan and recurrence of the English language. (E-CAR/SAM-NE ICG/2 Dic 2003). Also, the administration has informed that they are carrying out coordinations with the PANAM Int. Flight Academy to send ATCOs. (Note 0253 dated 19 February 2003).	INAC Venezuela	2008	Venezuela informed that a continuing process for training of air traffic controllers has been implemented, foreseeing its solution by 2008.

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies	Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered
ATM 25 S 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.	2002	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	2007	Venezuela informed that a continuing process for training in the use of aeronautical phraseology for air traffic controllers has been implemented, foreseeing its solution by 2007.

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

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
ATM Antigua and Barbuda/Antigua y Barbuda									
ATM 17 C	Use of the aeronautical phraseology	Antigua and Barbuda	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.	Sept./2000	ATS/SG/9	Corrected.	CAA OECS	08/2003	U
ATM Aruba									
ATM 35 C	Use of the aeronautical phraseology	Aruba	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.	Sept./2000	ATS/SG/9	Corrected	CAA Aruba	09/2003	U
ATM Barbados									
ATM 19 C	Use of the aeronautical phraseology	Barbados	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.	Sept./2000	ATS/SG/9	Corrected	CAA Barbados	05/2003	U
ATM CAR/SAM									
ATM 46 C	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	This problem exists both in CAR and SAM Regions	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	Only 2 CAR States still present this deficiency. They are reported separately.	CAR/SAM States		U
ATM 47 C	Use of the aeronautical phraseology	This problem exists both in CAR and SAM Regions	In general, the use of aeronautical phraseology in Spanish and English does not meet the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required. The ATM CO/4 meeting was of the opinion that, in view that this is a general aspect where all CAR/SAM States are involved, it should be deteltd and the attention should be centered on States/Territories/International Organizations presenting this deficiency.	CAR/SAM States		U
ATM Cayman Islands/Islas Caimanes									
ATM 36 C	Use of the aeronautical phraseology	Cayman Islands	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.	Sept./2000	ATS/SG/9	Corrected	CAA Cayman Islands	2002	U

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

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
ATM COCESNA									
ATM 14 C	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	COCESNA	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	Oct. 95	GREPECAS/5	Corrected	COCESNA	2005	U
ATM 43 C	Use of the aeronautical phraseology	COCESNA	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Corrected	COCESNA	2003	U
ATM Costa Rica									
ATM 6 C	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Costa Rica	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	10/95	GREPECAS/5	Corrected	CAA Costa Rica	06/2003	U
ATM 21 C	Use of the aeronautical phraseology	Costa Rica	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Corrected	CAA Costa Rica	2003	U
ATM Cuba									
ATM 7 C	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Cuba	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	10/95	Proficiency in the English language is required to take controller training courses. Specialized English courses are also provided to existing personnel when deficiencies are detected	Corrected	CAA Cuba	2002	U
ATM Dominican Republic/República Dominicana									
ATM 13 C	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Dominican Republic	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	Oct. 95	GREPECAS/5	Corrected	CAA Dominican Republic	2002	U
ATM French Antilles/Antillas Francesas									
ATM 16 C	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	French Antilles	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	Oct. 95	GREPECAS/5	Corrected	CAA French Antilles	2000	U

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Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
ATM Guatemala									
ATM 2 C	Provision of air traffic control service CAR/SAM/3 Rec. 5/33	Guatemala	Some segments of ATS routes of the FIR do not count yet with ATS at the required levels.	Sept./94	GREPECAS/4, Report IATA Conc. 4/10, Appendix 5	Provide ATS and improve VHF COM in the area in question. Corrected	CAA Guatemala	2005	U
ATM Haiti									
ATM 15 C	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Haiti	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	Oct. 95	GREPECAS/5	Corrected	CAA Haiti	2002	U
ATM 27 C	Use of the aeronautical phraseology	Haiti	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.	Sept./2000	ATS/SG/9	Corrected.	OFNAC Haiti	2003	U
ATM Honduras									
ATM 3 C	Provision of air traffic control service CAR/SAM/3 Rec. 5/33	Honduras	Some segments of ATS routes of the FIR do not count yet with ATS at the required levels.	Sept./94	GREPECAS/4, Report IATA Conc. 4/10, Appendix 5	Provide ATS and improve VHF COM in the area in question. Corrected	CAA Honduras	2005	U
ATM Jamaica									
ATM 29 C	Use of the aeronautical phraseology	Jamaica	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.	Sept./2000	ATS/SG/9	Corrected	CAA Jamaica	05/2003	U
ATM Mexico									
ATM 11 C	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Mexico	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	Oct. 95	In 1998, Mexico instituted a programme to review and update the study programme for air traffic controllers and therefore, requires from candidates a certificate of English proficiency at an advanced level of 80%. The ATS providing agency has established a programme to encourage ATS personnel to improve their level of English through advanced courses at recognised institutions, offering the possibility of covering the cost of said courses	Corrected	CAA Mexico	09/2003	U

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Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
ATM 45 C	Provision of air traffic control service CAR/SAM/3 Rec. 5/33	Mexico	Some segments of ATS routes of the Mazatlan Control Area (lower airspace) within the Mexico FIR do not count yet with ATS at the required levels.	Feb/2002	ATM Evaluation to Mexico	Corrected	DGAC / SENEAM Mexico	2003	A
ATM 30 C	Use of the aeronautical phraseology	Mexico	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	Although no document has been approved containing a standard phraseology for adoption by the States in the Region, Mexico has developed a Manual on Aeronautical Phraseology for use by ATS personnel and pilots. This document is constantly being reviewed.	Corrected	CAA Mexico / SENEAM	2003	U
ATM Netherlands Antilles/Antillas Neerlandesas									
ATM 44 C	Curaçao ACC Air/Ground Communications in order to give the Area Control Services	Netherlands Antilles Curaçao FIR	IATA Reports indicated difficulties to communicate in VHF with the Curaçao ACC in the NW part of the Curaçao FIR during RNAV trials in the CAR/SAM Regions	May 2001	Second Meeting/Workshop of ATM Authorities and Planners Lima, May 2001	Corrected	DCA Netherlands Antilles	2003	U
ATM 38 C	Use of the aeronautical phraseology	Netherlands Antilles	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.	Sept./2000	ATS/SG/9	Corrected	CAA Netherlands Antilles	2003	U
ATM Nicaragua									
ATM 12 C	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Nicaragua	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	Oct. 95	GREPECAS/5	Corrected	CAA Nicaragua	2003	U
ATM 1 C	Provision of air traffic control service CAR/SAM/3 Rec. 5/33	Nicaragua	Some segments of ATS routes of the FIR do not count yet with ATS at the required levels.	Sept./94	GREPECAS/4, Report IATA Conc. 4/10, Appendix 5	Corrected	CAA Nicaragua	2003	U
ATM 31 C	Use of the aeronautical phraseology	Nicaragua	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sept./2000	ATS/SG/9	Corrected	CAA Nicaragua	2003	U
ATM Saint Vincent and the G./San Vicente y las Granadinas									
ATM 22 C	Use of the aeronautical phraseology	Saint Vincent and the Grenadines	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.	Sept./2000	ATS/SG/9	Corrected	CAA OECS	2003	U

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Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
ATM Argentina									
ATM 12 S	Use of the aeronautical phraseology	Argentina	In general, the use of aeronautical phraseology in Spanish and English does not meet the required levels and it is a relevant factor with regard to ATS incident.	Sep/2000	ATM/SAR 02/00-SAM Meeting	The Argentinean administration emphasized training to ATCOs on the correct use of ICAO aeronautical phraseology. The verification of the correct use was initiated through tapes listening, and also a high level of non-compliance by crews was also detected. A training, improvement and continuous updating plan (PC PAC) has been implemented.	CRA Argentina	Corrected	U
ATM Bolivia									
ATM 2 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35.	Bolivia	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	Through Note NAV/AER/702/02 DGAC-0-1-1876 dated 12 November 2002, Bolivia informed that: 1) At the end of 2001 and beginning of 2002, two ATS procedures courses were held in English language, for ATCOs carried out by FAA instructors. 2) During 2002, two courses were carried out for ATCOs, with emphasis in English language phraseology. 3) The requisites for new a ATCOs is maintained, English knowledge and test, as of 2002. 4) CAD informed AASANA on the audits to ATS units, as of November 2003 and instructed ATCOs in English language. 5) AASANA is aware of ICAO requirements for 2008 in the English language.	CAD Bolivia	Corrected	U

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Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
ATM 13 S	Use of the aeronautical phraseology	Bolivia	In general, the use of aeronautical phraseology does not meet the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	ATM/SAR 02/00-SAM Meeting.	Through note NAV/AER/702/02 DGAC-0-1-1876 dated 12 November 2002, Bolivia informed that: 1) Aeronautical phraseology included in Doc 4444, last edition 2001, was disseminated to all ATS units personnel, with recommendations for its appropriate use to persons in charge of the supervision. 2) Supervisors and persons in charge are monitoring on a permanent basis on the use of aeronautical phraseology. 3) The refreshment courses provided at the INAC, include the use of the aeronautical phraseology and place special emphasis on ATS personnel training.	CAD Bolivia	Corrected	U
ATM Brazil/Brasil									
ATM 3 S	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. (Annex 1)	Oct/1995	GREPECAS/5	Through MSSGE No. 198/CECATI/2002-30 August 2002, Brazil informed that improvement courses are being provided to ATCOs in the operational units, with the aim to improve English language fluently. The English language competence is being verified, taking as a basis the new regulations of ICAO Annex 1 on this matter. At the same time, refreshing courses are being provided to ATC personnel.	CERNAI Brazil	Corrected	U
ATM 14 S	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	ATM/SAR 02/00-SAM Meeting.	1) Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units.	CERNAI Brazil	Corrected	U

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

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
ATM CAR/SAM									
ATM 28 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	This problem exists both in CAR and SAM Regions	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	GREPECAS/5	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.	CAR/SAM States	Corrected	U
ATM 29 S	Use of the aeronautical phraseology	This problem exists both in CAR and SAM Regions	In general, the use of aeronautical phraseology in Spanish and English does not meet the required levels and it is a relevant factor with regard to ATS incident.	Sep/2000	ATS/SG/9	Continuous training and supervision in the use of aeronautical phraseology is required.	CAR/SAM States	Corrected	U

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Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
ATM Chile									
ATM 4 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Chile	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	GREPECAS/5	By letter dated 7 May 2002, received by SAM RO, the Chile CAD informed that there is an improvement programme for the English language for ATCOs. The first state of the programme will cover 98 ATCs from the most important ATS units who use language. The second stage, 2003, shall cover the rest of the ATS units. (2004: through letter No. 04/3/915 of September 2004, air traffic services in Chile are certified as per ISO 9001:2000 standard, which contains the necessary procedures to keep quality assurance on this matter).	CAD Chile	Corrected	U
ATM 16 S	Use of the aeronautical phraseology	Chile	In general, the use of aeronautical phraseology does not meet the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	ATM/SAR 02/00-SAM Meeting.	Aeronautical phraseology will have to be widely disseminated so it may be studied, learnt and well applied by ATCOs. (2004: through letter No. 04/3/915 of September 2004, air traffic services in Chile are certified as per ISO 9001:2000 standard, which contains the necessary procedures to keep quality assurance on this matter).	CAD Chile	Corrected	U

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Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
ATM Colombia									
ATM 9 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Colombia	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	GREPECAS/5	Through Note 1003-52-03-A dated 17 February 2003, in reply to letter LT 1/19-SA985 dated 27 December 2002, the Colombian Administration has established a minimum level of English knowledge to access technical courses of the CEA, especially for ATC/AIS/COM/MET personnel, firemen, and electronics. A permanent training programme of grammar and technical English supports this. (Mission 2003: has a training programme which establishes a regular programme of refreshing courses for ATCOs).	UAEAC Colombia	Corrected	U
ATM 15 S	Use of the aeronautical phraseology	Colombia	In general, the use of aeronautical phraseology does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sep/2000	ATM/SAR 02/00-SAM Meeting.	1) Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units. (Mission 2003: has a training programme which establishes a regular programme of refreshing courses for ATCOs).	UAEAC Colombia	Corrected	U
ATM Ecuador									
ATM 17 S	Use of the aeronautical phraseology	Ecuador	In general, the use of aeronautical phraseology does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sep/2000	ATM/SAR 02/00-SAM Meeting.	1) Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units. (Mission 2003: the State is encouraged to continue with training plan).	CAD Ecuador	Corrected	U

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Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
ATM French Guiana/Guyana Francesa									
ATM 8 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	French Guyana/Guyana Francesa	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.	There is a National Programme in place that consists if the following: 1) Define the minimum average English proficiency level; 2) Assess the level of each ATC controller and after, 3) Definition of an English language programme in three areas: a) Phraseology, b) Aeronautical English, and c) General English (25th E/CAR IWG Meeting, May 2001).	CAD French Guyana	Corrected	U
ATM 18 S	Use of the aeronautical phraseology	French Guyana/Guyana Francesa	In general, the use of aeronautical phraseology in Spanish and English does not meet the required levels and it is a relevant factor with regard to ATS incident:	Sep/2000	Continuous training and supervision in the use of aeronautical phraseology is required.	The national phraseology (English and French) has been reviewed by a Working Group in France. The result is the publication of a new official phraseology (English and French); this phraseology has been distributed to each ATC who has received complementary training (E-CAR/SAM-NE ICG/2 Dic 2003).	CAD French Guyana	Corrected	U
ATM Guyana									
ATM 26 S	Provision of air traffic control service CAR/SAM/3, Rec 5/33	Guyana	Due to air traffic volume at Georgetown FIR area control provision is required	NA	Finalized	The ICAO SAM Regional Office, through a Technical Cooperation project, assisted Guyana in the implementation of the Georgetown ACC, implemented on 21 March 2002.	CAA Guyana	Corrected	U

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Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
ATM 19 S	Use of the aeronautical phraseology Guyana	In general, the use of aeronautical phraseology in Spanish and English does not meet the required levels and it is a relevant factor with regard to ATS incident:	Sep/2000	ATM/SAR 02/00-SAM Meeting.	1) Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units.	CAD Guyana	Corrected	U
ATM Panama								
ATM 6 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35 Panama	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	GREPECAS/5	Through Note DAC-1038-NA dated 24 December 2002, the Panamanian administration has established through its Human Factors Office, the English language as a second language, within the ATCOs profile. (Mission 2003 programme continues to be applied as a permanent measure).	CAD Panama	Corrected	U
ATM 20 S	Use of the aeronautical phraseology Panama	In general, the use of aeronautical phraseology in Spanish and English does not meet the required levels and it is a relevant factor with regard to ATS incident:	Sep/2000	ATM/SAR 02/00-SAM Meeting.	Through DAC-1038-NA dated 24 December 2002, the Panamanian administration informed that they will implement in 2003 the quality assurance programme, in which, among other things, an intensive monitoring programme on the English language and aeronautical phraseology will be developed through a continuous review of the ATC voice recording. Mission 2003 programme continues to be applied as a permanent measure).	CAD Panama	Corrected	U
ATM Peru								
ATM 7 S	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35 Peru	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	GREPECAS/5	Through Note G.G.985.2002 dated 7 October 2002, the Peruvian administration has informed that the programme established to reach de advanced English language level. The personnel that reaches an advanced level will participate in permanent conversation workshops. (Mission 2003: Programme continues to be applied).	CAD Peru	Corrected	U

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Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
ATM 22 S	Use of the aeronautical phraseology Peru	In general, the use of aeronautical phraseology does not meet the required levels and it is a relevant factor with regard to ATS incidents	Sep/2000	ATM/SAR 02/00-SAM Meeting.	1) Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units. (Mission 2003: Programme continues to be applied).	CAD Peru	Corrected	U
ATM Suriname								
ATM 24 S	Use of the aeronautical phraseology Suriname	In general, the use of aeronautical phraseology in does not meet the required levels and it is a relevant factor with regard to ATS incidents.	Sep/2000	ATM/SAR 02/00-SAM Meeting.	1) Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units. 3) During mission carried out 2004, of plan mentioned in 1) continued.	CAD Suriname	Corrected	U

CORRECTED DEFICIENCIES (A,B,U)

ATM/COMM/5
WP/8
Appendix F

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

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
SAR Bolivia									
SAR 1 S	Search and Rescue Facilities CAR/SAM/3 Rec. 6/2	Bolivia SRR La Paz	RCC not implemented. Lack of SAR qualified personnel. Inadequate SAR organization	Oct 95	GREPECAS/5	Comply with CAR/SAM/3 Rec. 6/2, 6/8, 6/9, 6/10, 6/11, 6/12 and CAR/SAM/2 Rec. 7/12. Preparation of a National SAR Plan, SAR Agreements and assignment of a data provider for Cospas-Sarsat.	Bolivia CAD, AASANA and BAF	Dec 2005	U
SAR Guyana									
SAR 2 S	Search and Rescue Facilities CAR/SAM/3 Rec. 6/2	SRR Georgetown	RCC not implemented. Lack of SAR qualified personnel. Inadequate SAR organization.	Oct/95	GREPECAS/5	Comply with CAR/SAM/3 Rec. 6/2, 6/8, 6/9, 6/10, 6/11, 6/12 and CAR/SAM/2 Rec. 7/12.	Guyana CAD	2004	U