



International Civil Aviation Organization

CAR/SAM Regional Planning and Implementation Group (GREPECAS)

Sixth Meeting of the Air Traffic Management / Communications, Navigation and Surveillance Subgroup (ATM/CNS/SG/6) - ATM Committee

Boca Chica, Dominican Republic, 30 June-4 July 2008

ATM/COMM/6 - WP/09

19/05/08

Agenda Item 3 Review of Deficiencies and Pending Conclusions/Decisions of the GREPECAS Mechanism in the ATM and SAR Fields

DEFICIENCIES IN THE ATM AND SAR FIELDS IN THE CAR AND SAM REGIONS

(Presented by the Secretariat)

SUMMARY
This working paper presents the current version of the ICAO ATM and SAR deficiencies database for the CAR/SAM Regions for consideration of the Meeting.
REFERENCES
<ul style="list-style-type: none">• Final Report of the GREPECAS/14 Meeting, San Jose, Costa Rica, 16-20 April 2007;• Final Report of the ASB/8 Meeting, Lima, Peru, 5-6 March 2008; and• GANDD
TASK RELATED TO THE STRATEGIC OBJECTIVES:
A: Safety – <i>Enhance global civil aviation safety.</i> D: Efficiency – <i>Enhance the efficiency of aviation operations.</i>

1. Introduction

1.1 GREPECAS has intensified its actions for the reduction/elimination of the deficiencies in all the air navigation areas. The emphasis imposed by GREPECAS in its last Meeting is being focused afterwards.

2. GREPECAS/14 Meeting

2.1 The GREPECAS/14 Meeting, was held in San Jose, Costa Rica, from 16 to 20 April 2007. In reviewing the GREPECAS database regarding the air navigation deficiencies, the Meeting recalled that, based on the Uniform Methodology for the Assessment and Assignment of Deficiencies of the ICAO Council, the ASB had classified “U” deficiencies in Appendices A - *Specific deficiencies*, B - *Deficiencies upon which the ASB found requirements for region-wide action*, C - *Corrected deficiencies*, and D - *Action Plan for resolving regional air navigation deficiencies*.

2.2 The Secretariat presented information on deficiencies currently available in the GREPECAS Air Navigation Deficiencies Database (GANDD). The Meeting noted that Appendix A to this part of the Report contained those deficiencies that have been recurrent for the last several years and that require immediate action/solution, and that in Appendix B only some deficiencies appeared at a regional level. It also noted that some States/Territories had already resolved the deficiencies contained in this Appendix and, consequently, these deficiencies should no longer be associated with those States/Territories. On this basis, the Meeting formulated the following decision:

DECISION 14/58**ELIMINATION OF APPENDIX B**

That,

- a) *GREPECAS move deficiencies classified as region-wide deficiencies from Appendix B into Appendix A, Specific Deficiencies, showing still unresolved deficiencies in association with the specific State/Territory;*
- b) *once the action specified in the previous paragraph has been completed, Appendix B be eliminated.*

2.3 To improve coordination between the States/Territories and their respective Regional Offices, GREPECAS formulated the following conclusion:

CONCLUSION 14/59**NATIONAL COORDINATOR RESPONSIBLE FOR UPDATING THE GREPECAS AIR NAVIGATION DEFICIENCY DATABASE**

That,

- a) *the States/Territories designate a National Coordinator responsible for updating the GREPECAS Air Navigation Deficiency Database (GANDD);*
- b) *the name, e-mail address, phone and fax numbers, etc., of the National Coordinator be forwarded to the ICAO Regional Offices **no later** than 31 May 2007; and*
- c) *the Regional Offices foster a workshop to train identified National Coordinators so that they can fully master all aspects of the GANDD.*

2.4 The Meeting went on to recall GREPECAS Conclusion 13/92, which is the concept of *last resort action*, that shall be applied to “U” deficiencies, after 31 December 2007, that remained unresolved as of that date. On the other hand, the Meeting noted some inconsistencies in the classification of “U” deficiencies due to different classification criteria being applied. This has resulted in different classifications for similar deficiencies in several CAR/SAM States/Territories.

2.8 ASB/8 meeting took note of the efforts carried out by the CAR and SAM Regional Offices to completely revise the method for presenting “U,” “A” and “B” deficiencies in one report format. To achieve this goal, the way to capture information for the GANDD was reformulated. As a consequence, the former “A,” “B,” “C” and “D” Appendices used to report unresolved GREPECAS deficiencies are reduced to one appendix and “Corrected Deficiencies” are retained and presented only for statistical purposes. In this respect, it formulated the following Draft Decision:

DRAFT**DECISION ASB/8/1****STANDARD CLASSIFICATION TO AIR NAVIGATION DEFICIENCIES**

That, the Secretary of GREPECAS:

- a) analyze the feasibility of applying the new classification procedure for “U” type deficiencies to classification of “A” and “B” air navigation deficiencies; and*
- b) present the results of the analysis indicated in letter a) to ASB).*

2.9 In addition, it reviewed GREPECAS deficiencies and the **new Appendices A (outstanding deficiencies) and B (corrected deficiencies), as well as the** reclassification of “U” deficiencies carried out by the Regional Offices according to the document “Procedures for Classifying and Addressing GREPECAS “U” Deficiencies in the air navigation field, (see **Appendix A** to this working paper) formulating the following Draft Conclusion:

DRAFT**CONCLUSION ASB/8/2 -****CLASSIFICATION OF “U” DEFICIENCIES**

That:

- a) GREPECAS “U” type deficiencies be sent to States/Territories and International Organizations (IATA and IFALPA) to carry out a risk analysis assessment for each “U” deficiency and the aspects of the uniform methodology approved by the Council;*
- b) States/Territories and International Organizations should determine the Risk Index for each deficiency according to the ICAO SMS methodology for risk assessment (the respective matrix is represented by **Appendix D** to this Report) using the format presented as **Appendix E** to this Report; and*
- c) The Secretary of GREPECAS present the results of the analysis mentioned in a) and b) to the ASB/9 Meeting scheduled previous to GREPECAS/15 Meeting.*

*Note: for a better analysis, Appendices D and E mentioned in literal b) of this draft conclusion appear as **Appendix B** of this working paper.*

2.10 ASB/8 meeting established that the application of “last resort action,” as required by GREPECAS Conclusion 13/92, is under study and will be finalized after States/Territories and International Organizations reply to the requirements of Draft Conclusion ASB/8/2.

3. **Suggested action**

3.1 The Meeting is invited to:

- a) analyze and comment this working paper and, if necessary, to formulate other actions in order to comply with the conclusions and decisions of the GREPECAS regarding this matter; and
- b) request the ATM and SAR areas in each State/Territory to carry out necessary arrangements with their respective National Coordinator to update the GREPECAS Air Navigation Deficiencies Database (GANDD), carry out a risk assessment of each “U” deficiency and of the aspects of the uniform methodology approved by the Council as established in Draft Conclusion ASB/8/2, literal a). Data base of ATM deficiencies in the CAR Region appears in **Appendix C** to this working paper. Data base of ATM deficiencies in the SAM Region appears in **Appendix D** to this working paper. Data base of SAR deficiencies in the CAR Region appears in **Appendix E** to this working paper.

APPENDIX A

PROCEDURES FOR CLASSIFYING AND ADDRESSING “U” DEFICIENCIES IN THE AIR NAVIGATION FIELD

1 Introduction

1.1 The procedures described below establish the steps to be followed by States and the ICAO NACC/SAM Regional Offices for resolving “U” deficiencies in the air navigation field. These procedures, developed in compliance with GREPECAS Decision 14/60, contribute to the application of a Uniform Methodology for the identification, assessment and reporting of deficiencies, as approved by ICAO Council, and are included as **Appendix A**.

1.2 These procedures shall provide Regional Offices and States with a method to re-classify current deficiencies, update procedures for capturing data and reports, and improve the use of the web application associated with the GANDD database.

1.3 These procedures shall also facilitate the *review of deficiencies* with “U” priority with a view to implement GREPECAS Conclusion 13/92 in the application of last resort action.

2 Common Criteria for its Classification and Storage in the GANDD

2.1 Two main parts are identified in the integral treatment of deficiencies as shown below:

1. ICAO NACC and SAM Regional Offices through:
 - a) specific fields (AGA, ATM, AIM, CNS, MET, SAR);
 - b) administration of the database (GANDD) by the ICT section of each Regional Office; and
2. States that coordinate with the Regional Offices through Focal Points in accordance with GREPECAS Conclusion 14/59.

2.2 The identification and reporting process of deficiencies is as prescribed in the Uniform Methodology.

2.3 The process of deficiency classification requires an assessment for priority assignment. For this reason, the deficiency must be duly identified and reported. In this regard, the information from columns 1 to 6 from **Appendix B**, which is the report extracted from the GANDD, must be available in order for the GREPECAS mechanism to revise the status of “U” “A” and “B” deficiencies.

2.3.1 In accordance with the guidance provided in paragraph 4 of the Uniform Methodology, the Regional Office, in coordination with the State Focal Point, shall determine the Priority of the Requirement, which determines the priority of the deficiency. In order to determine whether or not a “U” deficiency exists, a risk analysis will be necessary. **Appendix C** (not included in this working paper) provides criteria for use in this respect.

*Important Note: Every deficiency may represent a potential **hazard** to air navigation, which is associated to a specific **risk**. There are several methods of risk analysis, each of them specific to the case in question. In the ICAO Safety Management System (SMS) training courses, a risk analysis method is presented that is applicable to cases affecting safety and determines whether the risk is intolerable or tolerable, and whether it may be mitigated. Based on this, a concept is available to mainly provide assistance with prioritizing the requirements that could result in “U” deficiencies, since the case of SMS methodology is oriented to risks affecting safety.*

2.4 Once the deficiency is classified, coordination with the Focal Point will take place regarding the information required in columns 8, 9, 10, and 11 from Appendix B, and will then be entered into the GANDD database, notifying the State through the Focal Point.

Important note: If some fields of Appendix B are not completed, for example, fields in the Action Plan, the deficiency will be entered into the GANDD and a notation will be made in the Remarks field.

3 **Reports to be Presented to the GREPECAS Mechanism**

3.1 In accordance with the Uniform Methodology, the GREPECAS mechanism shall receive information on deficiencies from the Regional Offices, found in the attached **Appendix B**. Based on this information, the mechanism shall proceed with the Uniform Methodology procedures. In addition, the GANDD can provide statistical reports that the mechanism could require for analysis.

4 **Responsibilities in the Treatment of Deficiencies and Maintenance of GANDD**

4.1 Considering that the GANDD is a tool to manage the treatment of deficiencies, the procedures outlined below are applicable while the deficiency is registered and stored in the database.

Responsibility of the Regional Offices

- a) Review and, if necessary, reclassify existing deficiencies based on established procedures.
- b) Coordinate the validation, revision, and/or updating of data for deficiencies with Focal Points, and update the information in the GANDD, advising the Focal Points of changes.
- c) Review periodic reports from Focal Points on the status of resolution implementation for the deficiencies. Any missing data from the Action Plan shall have a high priority during the review.

- d) Review deficiencies with the Focal Point during visits carried out by Regional Officers according to the mission programme established by the corresponding Regional Office.
- e) Present the list of deficiencies for revision at each meeting of GREPECAS Subgroups and/or Committees or other informal meetings, such as implementation meetings.
- f) Present information and reports to the ASB and to GREPECAS regarding the status of deficiencies.

Responsibilities of States/Focal Points

- a) Review, at least quarterly, the deficiencies and their respective Action Plans, and give special attention to missing information from the Action Plan.
- b) Respond to all requests from the Regional Offices that may necessitate the revision/updating of the list of deficiencies without delay.
- c) Request the corresponding Regional Office to update the status of deficiencies through the web application form (see details in paragraph 6).
- d) Once the deficiency is corrected, inform the corresponding Regional Office of the area involved without delay.

5 Deficiency Resolution Follow-up

5.1 Regional Offices and Focal Points shall closely follow-up on the Action Plan to resolve deficiencies, and the GANDD database will be updated accordingly. The deficiencies with missing data, for example, those referred to the Action Plan, will have priority in the follow-up.

6 Procedures to Manage the GANDD Database, Based on the Existing Web Application

6.1 In October 2004, the procedures for access and use of the GANDD database were circulated to States so that States could report, review and update their corresponding deficiencies. In accordance with GREPECAS Decision 14/60, the Regional Offices have completely revised the procedures and structure of the GANDD in order to increase the efficiency of this tool. Updated procedures for Focal Points to interact with the database to revise and report amendments are attached as **Appendix D** (not included in this working paper). A presentation in power-point has been uploaded on the websites of each Regional Office for training purposes.

7 Complementary Measures

7.1 This document will be updated by the ICAO Regional Offices. Amendments shall be distributed to States via e-mail through the Focal Points.

APPENDIX B

FORMAT TO BE SENT TO STATES/TERRITORIES TO CARRY OUT RISK ASSESSMENT AND ESTIMATE RISK INDEX

Example

Area	State	Deficiency	Current Classification	Risk Index
ATM	Ecuador	Number and description	“U”	
		Number and description	“U”	
	Paraguay	Number and description	“U”	
	Panamá	Number and description	“U”	
	Suriname	Number and description	“U”	
		Number and description	“U”	
	Venezuela	Number and description	“U”	
		Number and description	“U”	
		Number and description	“U”	
		Number and description	“U”	

Risk probability	Risk severity				
	Catastrophic A	Hazardous B	Major C	Minor D	Negligible E
Frequent 5	5A	5B	5C	5D	5E
Occasional 4	4A	4B	4C	4D	4E
Remote 3	3A	3B	3C	3D	3E
Improbable 2	2A	2B	2C	2D	2E
Extremely improbable 1	1A	1B	1C	1D	1E

APPENDIX C

Outstanding Deficiencies in the ATM Field in the CAR Region

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

AIA	Anguilla
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ATM	34	CAR	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.	SEP/ 2000	ATS/SG/9	U	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA OECS	DEC/ 2003
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BHS	Bahamas
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ATM	18	CAR	Use of the aeronautical phraseology	Bahamas	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	SEP/ 2000	ATS/SG/9, RO ATM/SAR mission in April 2005.	U	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	DEC/ 2006
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BLZ	Belize
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ATM	4	CAR	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.	SEP/ 1994	GREPECAS/4, Report IATA Conc. 4/10, Appendix 5	U	Provide ATS and improve VHF COM in the area in question.	CAA Belize	DEC/ 2003
ATM	20	CAR	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.	SEP/ 2000	ATS/SG/9	U	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA Belize	DEC/ 2003

DMA	Dominica
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ATM	40	CAR	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.	SEP/ 2000	ATS/SG/9	U	Continuous training and supervision in the use of aeronautical phraseology is required.	ECCAA	DEC/ 2003
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DOM	Dominican Republic
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IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ATM 23 CAR	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.	SEP/ 2000	ATS/SG/9	U	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	DEC/ 2005	

GRD Grenada

ATM 25 CAR	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.	SEP/ 2000	ATS/SG/9	U	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA OECS	DEC/ 2003	
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GTM Guatemala

ATM 1 CAR	Provision of air traffic control service CAR/SAM/3 Rec. 5/33	Nicaragua	Some segments of ATS routes of the FIR do not count yet with ATS at the required levels.	SEP/ 1994	GREPECAS/4, Report IATA Conc. 4/10, Appendix 5	U	The INAC informed of a strategy solution that could be completed in 2008.	INAC Nicaragua	DEC/ 2008	
ATM 9 CAR	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/ 1995	GREPECAS/5	U	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	DEC/ 2003	

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ATM 26 CAR	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.	SEP/ 2000	ATS/SG/9	U	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA Guatemala	DEC/ 2003	
ATM 42 CAR	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.	SEP/ 2000	ATS/SG/9	U	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA UK	DEC/ 2003	
HND Honduras										
ATM 10 CAR	English proficiency in Air Traffic Services CAR/SAM/3 Rec. 5/35	Honduras	The proficiency in the English language of some ATC units is below the desired level and could be a contributing factor for the occurrence of incidents and/or aeronautical accidents.	OCT/ 1995	GREPECAS/5	U	a) The required English language evaluation was carried out and effectively, its was noted that 60% of the Air Traffic Controllers presented the deficiency. b) 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	DEC/ 2005	
ATM 28 CAR	Use of the aeronautical phraseology	Honduras	In general, the use of aeronautical phraseology in Spanish and/or English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	SEP/ 2000	ATS/SG/9	U	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA Honduras	DEC/ 2003	
HTI Haiti										
ATM 5 CAR	Provision of Aerodrome Control Services	Haiti/Cap. Haitien Aerodrome	Aerodrome control services are not provided at Cap. Haitien Aerodrome	MAY/ 1998	Mission to the State NACC Office	A	Aerodrome control services should be provided at Cap. Haitien	CAA Haiti	DEC/ 2003	
JAM Jamaica										
ATM 48 CAR	Contingency Plan.	Jamaica	There is no Contingency Plan for the Kingston FIR.	APR/ 2005	Observed during RO ATM's mission in April 2005. The CAA informed that a draft version is in progress.	U	Develop a Contingency Plan.	CAA Jamaica	DEC/ 2008	

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

KNA	Saint Kitts and Nevis
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ATM	41 CAR	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.	SEP/ 2000	ATS/SG/9	U	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA Saint Kitts	DEC/ 2003
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LCA	Saint Lucia
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ATM	32 CAR	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.	SEP/ 2000	ATS/SG/9	U	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA OECS	DEC/ 2003
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MEX	Mexico
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ATM	49 CAR	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/ 1995	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.	U		CAA Mexico/SENE AM	
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ATM	50 CAR	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.	SEP/ 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.	U		CAA Mexico/SENE AM	
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MSR	Montserrat
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ATM	37 CAR	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.	SEP/ 2000	ATS/SG/9	U	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA UK	DEC/ 2003
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NIC	Nicaragua
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IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ATM 12 CAR	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/ 1995	GREPECAS/5	U	The INAC informed of a strategy solution that could be completed in 2008.	INAC Nicaragua	DEC/ 2008	
ATM 31 CAR	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.	SEP/ 2000	ATS/SG/9	U	The INAC informed of a strategy solution that could be completed in 2008.	INAC Nicaragua	DEC/ 2008	

SLV	El Salvador
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ATM 8 CAR	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/ 1995	GREPECAS/5. Collaborative actions have been taken with other states for the recurrent training in the English language of air traffic controllers.	U	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	DEC/ 2008	
ATM 24 CAR	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.	SEP/ 2000	ATS/SG/9. Recurrent courses for the use of aeronautical phraseology for air traffic controllers have been implemented.	U	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA El Salvador	DEC/ 2008	

TCA	Turks and Caicos
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IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ATM 39 CAR	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.	SEP/ 2000	ATS/SG/9	U	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA Turks and Caicos	DEC/ 2003	

TTO	Trinidad and Tobago
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ATM 33 CAR	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.	SEP/ 2000	ATS/SG/9. Since 2004 a continuing training process for air traffic controllers has been implemented.	U	Continuous training and supervision in the use of aeronautical phraseology is required.	CAA Trinidad and Tobago	DEC/ 2003	
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APPENDIX D

Outstanding Deficiencies in the ATM Field in the SAM Region

OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ARG Argentina										
ATM 1	SAM 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	U	During the mission of 2006 note was taken on the English proficiency programme in ATS (PRONACEII) implemented. DHA habilitates personnel and establishes the initial and recurrent evaluation system. The Regiones Aéreas evaluate locally and supervise personnel. DTA coordinates periodical evaluation.	CRA Argentina		Annex 1 Level 4 is expected to be achieved for 2009-2010
ATM 287 SAM						U				
BRA Brasil										
ATM 36	SAM 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.		Reported by IATA during the ASB/5	U	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		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.
ECU Ecuador										

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM 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
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		Ecuador informed that its controllers have not been able to reach level 4 of the language proficiency foreseeing its finalization by 2007.
PRY Paraguay										
ATM 10 SAM	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	U	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		Paraguay informed that the solution is foreseen by 2007.
ATM 21 SAM	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.	U	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		Paraguay informed that the solution is foreseen by 2006.
URY Uruguay										
ATM 11 SAM	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	U	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		Uruguay informed that a training system for air traffic controllers in English language proficiency foreseeing its solution by 2007.

OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM 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
ATM 23 SAM	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.	U	1) Implement a continuous training and updating plan. 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 2) Uruguay		Uruguay informed that a training process on the use of aeronautical phraseology for air traffic controllers has been implemented, foreseeing its solution by 2006.
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. 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 2) Venezuela		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.
ATM 27 SAM	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	U	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		Venezuela informed that a continuing process for training of air traffic controllers has been implemented, foreseeing its solution by 2008.

APPENDIX E

Outstanding Deficiencies in the SAR Field in the CAR Region

OUTSTANDING DEFICIENCIES

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

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

HTI	Haiti
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SAR	1	CAR Search and Rescue facilities CAR/SAM/3 Rec. 6/2	Haiti SRR/RCC Port-au-Prince	SRR/RCC not implemented	OCT/ 2005	GREPECAS/5., RO ATM/SAR mission in April 2005.	U	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	DEC/ 2006
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TTO	Trinidad and Tobago
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SAR	2	CAR Search and Rescue facilities CAR/SAM/3 Rec. 6/2	Trinidad and Tobago RCC Piarco	SAR partially implemented	OCT/ 1995	GREPECAS/5	U	Procurement of equipment ongoing.	CAA Trinidad and Tobago/Ministry of Nat.Sec.	DEC/ 2006 Signatures of SAR Agreements with SRRs and RCCs pending.
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