



Agenda Item 9: Status of MET deficiencies

(Presented by the Secretariat)

SUMMARY

This working paper presents information on regional activities carried out for the deletion, by the States, of the deficiencies of each one of the air navigation areas. An updated list of MET deficiencies is also presented in this working paper.

References:

- Report of the Fifteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/15), Rio de Janeiro, Brazil, 13 to 17 de October 2008;
- Report of the Fourteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/14), San Jose, Costa Rica, 15 to 20 April 2007);
- Uniform methodology for the identification, evaluation and reporting of air navigation deficiencies, formulated by the ICAO Council; and
- GREPECAS Air Navigation Deficiencies Database (GANDD).

1. Introduction

1.1 According to their responsibilities and based on the Uniform methodology for the identification, evaluation and reporting of air navigation deficiencies, formulated by the ICAO Council, the Regional Offices, in coordination with the States/Territories and GREPECAS mechanism, have been periodically reviewing the status of implementation of the CAR/SAM Regional Air Navigation Plan, with a view to identifying and assessing air navigation safety aspects. Based on the results of this review, air navigation deficiencies are identified and in case of severe deficiencies, the Regional Offices notify the Air Navigation Commission.

1.2 The Regional Offices maintain the list of deficiencies updated and GREPECAS mechanism, through the Aviation Safety Board (ASB), periodically reviews that list and recommends actions for resolving urgent (U) air navigation deficiencies in the CAR/SAM Regions. Likewise, the Regional Offices in agreement with the States resolve the deficiencies, and make the follow-up on the recommendations of GREPECAS ASB.

2. Discussion

2.1 The existing deficiencies affecting the provision of air navigation services in the ICAO Regions, and the need for the States to implement programmes to resolve them, are a matter of constant concern and high priority for the ICAO Council. In this sense, it should be noted that an important element of the ICAO Global Aviation Safety Plan (GASP), approved through Assembly Resolution A33-16, is the need to improve the identification and resolution of air navigation deficiencies in order to take specific actions for their deletion.

2.2 When reviewing deficiencies in its Fourteenth Meeting, GREPECAS noted that many of the problems concerning deficiencies could be solved through better coordination between the States and their respective Regional Offices. It also recognised that the GREPECAS Air Navigation Deficiencies Database (GANDD) was the best tool to improve this coordination.

2.3 The Group also noted that the lack of updating by the States of the deficiencies database could be due to lack of training of the personnel in charge of that function. To this end, GREPECAS formulated Conclusion 14/49 on the designation of a National Coordinator to facilitate the administrative coordination of the database with those responsible for the various areas of air navigation services in the States. In this regard, the States have designated national coordinators and ICAO has prepared an on-line presentation to explain the use of, and access to the GANDD. In order that the MET authority makes the corresponding coordinations, **Appendix A** to this working paper includes the list of coordinators for the CAR and SAM Regions.

Standardized classification of “U” deficiencies

2.4 GREPECAS considered that a complete review of GREPECAS deficiency system was necessary, including the procedures, database, as well as the preparation of a database user’s guide. This review should be applied by the Regional Offices to all “U” deficiencies prior to 31 December 2008, using standardised criteria. Acting in this way would be in a position to identify “U” deficiencies with a high degree of certainty. Based on the above, the meeting agreed to adopt Decision 14/60.

2.5 The ASB held two meetings, ASB/8 and ASB/9 (5-6 March 2007 in Lima, Peru, and 12 October 2008 in Rio de Janeiro, Brazil, respectively) to analyse the recommendations of GREPECAS/14. The GREPECAS/15 meeting reviewed the reports of the aforementioned meetings, noting that:

- a) as a result of the review by the Secretariat of the method for capturing and storing information in the GANDD, and the reformulation of the reports provided by the former, Appendices A, B, C, and D were deleted, and it was agreed that outstanding deficiencies would be reported in a single format and corrected deficiencies would be maintained for statistical purposes only;

- b) the procedures developed by the Secretariat for the classification and treatment of GREPECAS “U” deficiencies contribute to the application of the Uniform methodology for the identification, assessment, and reporting of deficiencies approved by the ICAO Council, which contains criteria for identifying “U” deficiencies. The procedure recommends the application of the risk analysis method used in the official ICAO SMS course, which is included as **Appendix B** to this working paper. According to these criteria, indices **5A, 5B, 5C, 4A, 4B, and 3A** correspond to “U” deficiencies;
- c) regarding GREPECAS Conclusion 14/59 - *National coordinator responsible for updating the GANDD*, the Meeting took note of the available list of contacts, which is updated by the Secretariat as required.

2.6 Likewise, GREPECAS/15 examined the risk analysis of “U” deficiencies, pursuant to Conclusion ASB/8/2, and noted that, due to an involuntary error, the list of “U” deficiencies had been only circulated to States/Territories but not to IATA and IFALPA, as provided for in said conclusion. Consequently, the meeting felt that the exercise should continue, with the participation of IATA and IFALPA and with the States that had not yet applied the classification based on the risk analysis, with a view to having the ASB assess the results. Accordingly, Conclusion 15/47 was formulated. The results of the actions provided for in the cited conclusion will be discussed at the next ASB Meeting (ASB/10), before GREPECAS/16.

Standard classification of “A” and “B” deficiencies

2.7 GREPECAS/15 reviewed the implementation of Decision ASB/8/1 on the classification of “A” and “B” deficiencies, using the current SMS Risk Analysis Model, and noted that:

- a) the ICAO SMS Risk Analysis Model only applies to those cases related to matters affecting air navigation safety;
- b) an “A” deficiency is defined as a deficiency with high priority safety requirements; and
- c) a “B” deficiency is defined as a deficiency with intermediate requirements in terms of air navigation regularity and efficiency.

2.8 Based on the above, and following an extensive debate, the meeting adopted the use of the ICAO SMS Risk Assessment Model for the classification of “U”, “A”, and “B” deficiencies. However, and due to the fact that supplementary procedures had been developed to solve the classification problem of “U” deficiencies, the meeting considered that such procedures could be improved for application to all deficiencies, giving States/Territories a period of 7 working days for sending comments on the recently identified deficiencies to the accredited ICAO Regional Offices, prior to their inclusion in the GANDD. In this respect, the meeting formulated Conclusion 15/48. Likewise, the results of the action established in this conclusion will be examined at the ASB/10 special meeting.

2.9 **Appendix C** to this working paper contains the updated list of MET deficiencies. It is important that the States participating in the Meeting, examine the referred Appendix and, if pertinent, present material for its update.

2.10 The Meeting should also be aware of the importance of users' feedback (IATA, IFALPA) with regard to the notification of deficiencies, aimed at reflecting the real situation in the list of MET deficiencies.

2.11 In addition, it is important that MET authorities contact the coordinators for the revision and classification of MET deficiencies.

3. **Action proposed**

3.1 The subgroup is invited to:

- a) review and update the list of MET deficiencies; and
- b) propose other actions resulting from the discussion of this working paper.

APÉNDICE / APPENDIX A**COORDINADORES NACIONALES GANDD / GANDD NATIONAL COORDINATORS****REGION CAR / CAR REGION**

Estado / State	Coordinador / Coordinator	Dirección e-mail / E-mail address
Anguilla (U. K.)		
Antigua & Barbuda	Rosemond James	oees.dca@candw.ag
Antillas Francesas / French Antilles	Roger Gabriel Prudent	roger-gabriel.prudent@aviation-civile.gouv.fr
Antillas Neerlandesas / Netherlands Antilles	Vilmo Pieter	vilmo.pieter@gov.an
Aruba	Louis Reed	louis.reed@aruba.gov.aw
Bahamas	Wendy Major	wendymajor@bahamas.gov.bs
Barbados	David Brones	civilav@sunbeach.net
Belice / Belize	J.A. Contreras	dcabelize@btl.net
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Cuba	Iraida Alfonso	iraida.alfonso@iacc.avianet.cu
Dominica	Rosemond James	oees.dca@candw.ag
El Salvador	Mauricio E. Rivas Rodas	navegacion-aerea@acc.gob.sv
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Granada / Grenada	Rosemond James	oees.dca@candw.ag
Guatemala	Carlos Urizar	carouriz@yahoo.com
Haiti	Jacques Boursiquot	jboursiquot@ofnac.org
Honduras	Geovany Saucedo	gsaucedo@yahoo.com
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Islas Turcas y Caicos / Turks and Caicos Is.	Thomas Swann	tswann@gov.tc
Islas Vírgenes Br / Virgin Islands Br	Margaret Wilson	margaret.wilson@caribairsafety.aero
Jamaica	Patrick Stern	dans@jcca.gov.jm
Mexico	José Javier Roch Soto	jjrochso@sct.gob.mx
Montserrat	Margaret Wilson	margaret.wilson@caribairsafety.aero
Nicaragua	Carlos Salazar	dg@inac.gob.ni

Estado / State	Coordinador / Coordinator	Dirección e-mail / E-mail address
República Dominicana / Dominican Republic	Santiago Rosa	subdireccion_sna@idac.gov.do
St Kitts & Nevis	Rosemond James	oecs.dca@candw.ag
St. Vincent and The Grenadines	Alastair Alexander	ETJoshua@caribsurf.com
Santa Lucía / St. Lucia	Rosemond James	oecs.dca@candw.ag
Trinidad y Tabago / Trinidad and Tobago	Randy Gomez	rgomez@caa.gov.tt

REGION SAM / SAM REGION

Estado / State	Coordinador / Coordinator	Dirección e-mail / E-mail address
Argentina	Eduardo Rodino	buecruca@faa.mil.ar
Bolivia	Daniel Navajas Orellana Jefe de la Unidad de Infraestructura Aeroportuaria	dnavajas@dgac.gov.bo
Brasil / Brazil	Paulo Jorge de Medeiros Vieira Asesor de la CERNAI	asscernai1@decea.gov.br
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Ecuador	Bolívar Dávalos Cárdenas	bolivar_davalos@dgac.gov.ec bolodavalos@hotmail.com
Guyana Francesa / French Guiana	Catherine Arnaud	catherine.arnaud@aviation-civile.gouv.fr
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**METHODOLOGY FOR DETERMINING THE THREE PRIORITY LEVELS FOR AIR NAVIGATION DEFICIENCIES (U/A/B)
ON THE BASIS OF RISK INDEX**

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

“U” type deficiencies correspond to the shadowed area of this matrix (Risk Indexes: 5A, 5B, 5C, 4A, 4B and 3A)

“A” type deficiencies correspond to all the remaining risk indexes

“B” type deficiencies are not safety related and do not correspond to any of the above risk indexes

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
AIA Anguilla										
MET 7	CAR Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part 1, Chapter 2, standard 2.1.5)	Anguilla	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	JUN/ 1996	Review the functions and training of the aeronautical meteorologist.	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	State		
MET 58	CAR Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Anguilla	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 1996	Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	State		

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1	2	3	4	5	6	7	8	9	10	11
ATG Antigua and Barbuda										
MET 44	CAR Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Antigua and Barbuda	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements. Action Plan: This deficiency still remains.	State		
MET 59	CAR Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Antigua and Barbuda	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B	JUN/ 1996	a) To implement the SIP COM/MET Recommendations for the CAR Region, b) to make use for the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	State		The deficiencies in the OPMET exchange remain. An AFTN terminal is required at the MET Office

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1	2	3	4	5	6	7	8	9	10	11
ABW Aruba										
MET	8 CAR	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Aruba	Meteorology	JUN/ 1996	Review the functions and training of the aeronautical meteorologist.	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States	
MET	27 CAR	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Aruba	RVR have not been implemented	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State	
MET	45 CAR	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Aruba	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States	
MET	60 CAR	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Aruba	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 1996	Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States	

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
BHS Bahamas										
MET 9	CAR Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Bahamas	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49.	JUN/ 1996	Review the functions and training of the aeronautical meteorologist.	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States		
MET 46	CAR Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Bahamas	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States		
MET 61	CAR Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Bahamas	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 1996	Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States		

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1	2	3	4	5	6	7	8	9	10	11
BLZ Belize										
MET 11	CAR Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5).	Belize	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49.	JUN/ 1996	Review the functions and training of the aeronautical meteorologist.	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States		
MET 30	CAR Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Belize	RVR have not been implemented.	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State		
MET 47	CAR Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Belize	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States		
MET 63	CAR Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Belize	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 1996	a) Implement the SIP COM/MET Recommendations for the CAR Region, b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States		
MET 88	CAR Surface wind displays relating to each sensor shall be located in the meteorological station with corresponding displays in the appropriate air traffic services (Annex 3, Part II, Appendix 3, Standard 4.1.2.1)	Belize	Surface wind displays at the meteorological station and the air traffic control tower correspond to different wind sensors located more than 800m apart. This is also the case with other meteorological parameters (temperature, pressure, QNH, etc.).	AUG/ 2008	The acquisition of an automated weather system with sensors located by the runway, preferably the TDZ, with identical displays located at the meteorological station and the ATS units (TWR and APP) is required. Consider a regional project for Central America including training for maintenance.	A				
MET 89	CAR The averaging period for surface wind observation shall be a) 2 minutes for local reports and for wind displays in the ATS units; and b) 10 minutes for METAR and SPECI, except when the 10-minute period includes a marked discontinuity (Annex 3, Part II, Appendix 3, Standard 4.1.3.1).	Belize	Wind systems in use do not provide instantaneous 2-minute and 10-minute mean values of wind direction and speed for operational purposes.	AUG/ 2008	The acquisition of an automated weather system that provides adequate, instantaneous 2-minute and 10-minute mean meteorological data to fulfill the needs of meteorological information at the ATS (TWR and APP) units and the meteorological station is required, to comply with the SARPs of Annex 3.	B				

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1	2	3	4	5	6	7	8	9	10	11
MET 90 CAR	METAR and SPECI reports shall contain identification of type of report (Annex 3, Part I, Chapter 4, Standard 4.5.1).	Belize	Aviation weather reports METAR and SPECI are not identified by automated OPMET Data Banks, therefore, they are not available for the aviation users.	AUG/ 2008	Ensure that METAR and SPECI reports are coded according to Table A3-1 template METAR/SPECI, considering examples A3-1 and A3-2, Annex 3, Part II, App. 3.	A				

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1	2	3	4	5	6	7	8	9	10	11
CRI Costa Rica										
MET 12	CAR Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Costa Rica	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	JUN/ 1996	Review the functions and training of the aeronautical meteorologist.	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States		
MET 31	CAR Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Costa Rica	RVR have not been implemented	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State		
MET 48	CAR Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Costa Rica	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States		
MET 64	CAR Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Costa Rica	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 1996	a) Implement the SIP COM/MET Recommendations for the CAR Region, b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States		

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1	2	3	4	5	6	7	8	9	10	11

CUB Cuba

MET	32	CAR	CAR/SAM ANP MET Requirements, Table AOP 1.	Cuba	MUCM RVR has not been implemented.	JUN/ 1996	B	Request ICAO a proposal for amendment of the CAR/SAM ANP FASID Table AOP1 Completion date: Boyeros - December 2006 Varadero - December 2007 Camagüey - the requirement will be deleted when requesting the elimination of the main runway Cat I	ECASA	DEC/ 2007
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1	2	3	4	5	6	7	8	9	10	11
DOM Dominican Republic										
MET 14	CAR Adequate number of MET trained staff.	Dominican Republic	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	JUN/ 1996	To use CAR/SAM technical cooperation regional projects for the training of aeronautical meteorology.	A	To establish training courses at national level for basic and regular levels, and to use the regional projects of Technical Cooperation for high level. Action Plan: There are requirements of specialized meteorological personnel in the Meteorological Aeronautical field and an important amount of aeronautical meteorologists.	States	DEC/ 2008	Few regional contacts for a training plan and lack of financing.
MET 33	CAR CAR/SAM ANP MET Requirements, Table AOP 1.	Dominican Republic	RVR have not been implemented.	JUN/ 1996		B	Establishment of RVR systems. Action Plan: The RVR hav not been implemented yet.	State	DEC/ 2008	Lack of financing and very expensive equipment.
MET 49	CAR CAR/SAM ANP, Part VI, Meteorology, para. 3.	Dominican Republic	Do not transmit regularly the special AIREPs in accordance with requirements.	MAY/ 1996	Keep a strict supervision and control of the operational ATS/MET staff to keep them informed on the importance of AIREPs and on the need to disseminate them where required.	A	To coordinate with the ATC the technical agreements to obtain the information from the aricrafts. Action Plan: The special AIREPs are not being transmitted in regular form, according to the requirements.	States		Problems to establish the letters of agreement and few personnel.
MET 86	CAR Assess visual range in runway for CAT I operations (Annex 3, Chapter 4, Rec 4.6.3.2 a)	Dominican Republic aeronautical meteorological stations	MDPC and MDSD RVRs are not implemented or in operation.		Plan the acquisition of or repair RVRs .	A		CAA		

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1	2	3	4	5	6	7	8	9	10	11
SLV El Salvador										
MET 15	CAR Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	El Salvador	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49 .	JUN/ 1996	Review the functions and training of the aeronautical meteorologist.	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States		
MET 34	CAR Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	El Salvador	RVR have not been implemented	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State		
MET 50	CAR Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	El Salvador	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States		
MET 67	CAR Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	El Salvador	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 1996	a) Implement the SIP COM/MET Recommendations for the CAR Region, b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States		

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
GRD Grenada										
MET 16	CAR Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Grenada	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	JUN/ 1996	Review the functions and training of the aeronautical meteorologist	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	State		
MET 35	CAR Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Grenada	RVR have not been implemented	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State		
MET 51	CAR Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Grenada	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	State		
MET 69	CAR Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Grenada	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B	JUN/ 1996	a) Implement the SIP COM/MET Recommendations for the CAR Region, b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	State		

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
GTM Guatemala										
MET 17	CAR Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Guatemala	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	JUN/ 1996	Review the functions and training of the aeronautical meteorologist	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States		
MET 36	CAR Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Guatemala	RVR have not been implemented	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State		
MET 52	CAR Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Guatemala	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States		
MET 70	CAR Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Guatemala	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 1996	a) Implement the COM/MET SIP Recommendations for the CAR Region; and b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States		
MET 91	CAR An agreement should be established between the proper meteorological authority and the ATS authority (Annex 3, Part I, Chapter 4, recommendation 4.2).	Guatemala (DGAC, INSIVUMEH)	No letter of agreement has been established between the MET and ATS authorities. Therefore, some issues of meteorological equipment and aircraft meteorological are not properly understood.	AUG/ 2008	Establish a letter of agreement identical or equivalent to the sample included in Doc 9377 - Manual on coordination between Air Traffic Services, Aeronautical Information Services and Aeronautical Meteorological Services.	A				
MET 92	CAR Surface wind displays relating to each sensor shall be located in the meteorological station with corresponding displays in the appropriate air traffic services units (Annex 3, Part II, Appendix 3, Standard 4.1.2.1).	Guatemala (DGAC, COCESNA and INSIVUMEH)	Surface wind displays in the meteorological station and air traffic control tower correspond to different wind sensor located among them at a distance greater than 800m. It is also the case of other meteorological parameters (temperature, pression, QNH, etc.)	AUG/ 2008	The acquisition of a meteorological automated system with sensors located in the runway is required, preferably TDZ, with identical displays located in the meteorological station and ATS units ATS (TWR and APP). Consider a regional project for Central America including maintenance training.	A				

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks	
1	2	3	4	5	6	7	8	9	10	11	
HTI Haiti											
MET	2 CAR	SIGMET information (Annex 3, Part I, Chapter 7, standard 7.1.1)	Haiti	Not all SIGMET messages are prepared based on the procedures established by ICAO.	MAY/ 1996	a) Implement the COM/MET SIP recommendations for the CAR Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	A	Ensure the correct elaboration of SIGMETs and their dissemination in accordance with the requirements of Table MET 2A.	State	APR/ 2003	TC, CB and VA should be reported in SIGMET but TC and VA occasionally affect Port-au-Prince FIR, TC advisories are issued by Miami TCRC and TC and CB cloud systems may be identified in satellite pictures.
MET	18 CAR	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Haiti	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49.	JUN/ 1996	Review the functions and training of the aeronautical meteorologist	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	State		
MET	37 CAR	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Haiti	RVR have not been implemented.	JUN/ 1996	Plan de acquisition of the RVR	B	To ensure the implementation of required RVR.	State		
MET	53 CAR	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Haiti	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States		
MET	71 CAR	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Haiti	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B	JUN/ 1996	a) Implement the COM/MET SIP Recommendations for the CAR Region; and b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States		

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1	2	3	4	5	6	7	8	9	10	11
HND Honduras										
MET 19	CAR Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part 1, Chapter 2, standard 2.1.5)	Honduras	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	JUN/ 1996	Review the functions and training of the aeronautical meteorologist	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	DGCA		
MET 38	CAR Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Honduras	RVR have not been implemented	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	DGCA		
MET 81	CAR Establishment of a meteorological watch office (MWO) (Annex 3, App. 3, Estándar 3.4.1 and Table MET 2B of CAR/SAM FASID).	Honduras	Honduras does not have adequate instalations for the MWO of Tegucigalpa.	SEP/ 2005		B		DGCA		MWO requires better installations and communications since it issues SIGMET for Central American FIR.
MET 82	CAR Aeronautical weather information (Annex 3, Chap. 8, Standard 8.1.1)	Honduras	No aerodrome weather tables are being prepared, nor aerodrome weather summaries.	SEP/ 2005		B		DGCA		
MET 83	CAR Flight documentation (Annex 3, Chap 9, Standard 9.3.4)	Honduras	No flight documentation is being prepared.	SEP/ 2005		A		DGCA		The MET office is equipped with a WAFS workstation but requires communication facilities to provide flight documentation to distant users.
MET 84	CAR Communications (Annex 3, Chap. 11, Standards 11.1.1, 11.1.2, 11.1.4)	Honduras	These requirements are not being complied.	SEP/ 2005		A		DGCA		MWO is linked to AFTN but better communications, including Internet are required to contact Washington VACC volcanic observatories and ATS, AIS and MET units in Central America.
MET 85	CAR Exchange of special airreports (Annex 3, Chap. 5, Standard 5.9)	Honduras / ATS Units	ATS units do not document special AIREP to MET units.	SEP/ 2005	Develop an ATS/MET letter of agreement and make a follow-up in order to comply with that established on it.	A		DGCA		

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
JAM Jamaica										
MET 4	CAR SIGMET information (Annex 3, Part I, Chapter 7, standard 7.1.1)	Jamaica	Not all SIGMET messages are prepared based on the procedures established by ICAO	MAY/ 1996	Implement the COM/MET SIP recommendations for the CAR Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	A	Ensure the correct elaboration of SIGMETs and their dissemination in accordance with the requirements of Table MET 2A.	State	APR/ 2003	TC, CB and VA shall be reported in SIGMET but TC and VA occasionally affect the Kingston FIR, TC advisories are issued by Miami TCRC and TC and CB cloud systems may be identified in satellite pictures.
MET 20	CAR Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Jamaica	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	JUN/ 1996	Review the functions and training of the aeronautical meteorologist	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States		
MET 39	CAR Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Jamaica	RVR have not been implemented	JUN/ 1996	Plan the acquisition of the RVR	B	To ensure the implementation of required RVR.	State		
MET 54	CAR Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Jamaica	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States		
MET 73	CAR Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Jamaica	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 1996	a) Implement the COM/MET SIP Recommendations for the CAR Region; and b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States		

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
MEX Mexico										
MET 40	CAR CAR/SAM ANP MET Requirements, Table AOP 1.	Mexico	RVR have not been implemented.	JUN/ 1996		B	Toluca Airport (MMTO) has three RVR sensors, and it is expected to be operating at the end of 2005. Expected dates of RVR installation at MMMX, MMGL and MMMY airports: 6/2007	State	JUN/ 2007	Budgetary reasons had delayed the acquisition of these equipments.
MET 74	CAR CAR/SAM ANP Requirements, Part VI, para. 8.	Mexico	There are deficiencies in the OPMET exchange.	JUN/ 1996	Review the OPMET exchange procedures, both in the meteorology and communications areas.	A	It is expected that at the end of 2005 the implementation of the template be continued in order to avoid mistakes in the MET report transmission.	States	APR/ 2006	Budgetary reasons had delayed the implementation of this programme-template.

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks	
1	2	3	4	5	6	7	8	9	10	11	
ANT Netherlands Antilles											
MET	5 CAR	SIGMET information (Annex 3, Part I, Chapter 7, standard 7.1.1)	Netherlands Antilles	Not all SIGMET messages are prepared based on the procedures established by ICAO.	MAY/ 1996	a) Implement the COM/MET SIP recommendations for the CAR Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	A	Ensure the correct elaboration of SIGMETs and their dissemination in accordance with the requirements of Table MET 2A.	State	APR/ 2003	TC, CB and VA shall be reported in SIGMET but TC and VA occasionally affect Curacao FIR, TC advisories are issued by Miami TCRC and, TC and CB cloud systems may be identified in satellite pictures.
MET	55 CAR	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Netherlands Antilles	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States		
MET	75 CAR	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Netherlands Antilles	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 1996	Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States		

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
NIC Nicaragua										
MET 23	CAR Adequate number of MET trained staff.	Nicaragua	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	JUN/ 1996	To use CAR/SAM technical cooperation regional projects for the training of aeronautical meteorology.	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology. Action plan: There are ten aeronautical meteorologists duly trained by the OMM. This amount is due to the actual level of automation. The Aeronautical Authority developed an action plan in conjunction with the meteorological service provider, INETER, which envisages the inclusion of at least two meteorological specialists to be added to the current 10 aeronautical meteorologists who are duly trained by the WMO. This quantity is due to the automation level currently in place..	States	2009	
MET 41	CAR CAR/SAM ANP MET Requirements, Table AOP 1.	Nicaragua	RVR have not been implemented.	JUN/ 1996		B	To ensure the implementation of required RVR. The Aeronautical Authority developed an action plan in collaboration with INETER for the procurement of an RVR.	State	2009	
MET 76	CAR CAR/SAM ANP Requirements, Part VI, para. 8.	Nicaragua	There are deficiencies in the OPMET exchange.	JUN/ 1996	Review the OPMET exchange procedures, both in the meteorology and communications areas.	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A. Action plan: The operating data exchange is given in a quick and dynamic way due to the new system of fiber optic that was installed in the last semester 2003.	States		

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
LCA Saint Lucia										
MET 24	CAR Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Saint Lucia	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	JUN/ 1996	Review the functions and training of the aeronautical meteorologist	A	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	State		
MET 42	CAR Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Saint Lucia	RVR have not been implemented	JUN/ 1996	Plan de acquisition of the RVR	B	To ensure the implementation of required RVR.	State		
MET 56	CAR Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Saint Lucia	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	MAY/ 1996	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	State		
MET 77	CAR Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Saint Lucia	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	JUN/ 1996	a) Implement the COM/MET SIP Recommendations for the CAR Region; and b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	A	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	State		

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

VCT Saint Vincent and the Grenadines

MET	79	CAR	Adequate number of MET trained staff.	Saint Vincent	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	JUN/ 1996	To use CAR/SAM technical cooperation regional projects for the training of aeronautical meteorology.	A	Upgrade training to senior and junior members of staff and increase the number of personnel.	State
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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
TTO Trinidad and Tobago										
MET 43	CAR CAR/SAM ANP MET Requirements, Table AOP 1.	Trinidad and Tobago	RVR have not been implemented.	JUN/ 1996		B	As stated in an earlier document, the Trinidad and Tobago Meteorological Service will not be installing Runway Visual Range equipment in Trinidad and Tobago, due to the low frequency of limiting visibility. The Civil Aviation Authority is advised that the "Supplement in respect of the provisions of Trinidad and Tobago be amended"	State	JUN/ 2004	
MET 57	CAR CAR/SAM ANP, Part VI, Meteorology, para. 3.	Trinidad and Tobago	Do not transmit regularly the special AIREPs in accordance with requirements.	MAY/ 1996	Keep a strict supervision and control of the operational ATS/MET staff to keep them informed on the importance of AIREPs and on the need to disseminate them where required.	A	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements. Action plan: The Meteorological Service has not received an AIREP message during the past four (4) years at least from Civil Aviation. Therefore we are unable to transmit these messages.	State	APR/ 2003	

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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
ARG Argentina										
MET 53	SAM Notify the RVR for CAT 1 operations (Annex 3, Part I, Chapter 4, Rec. 4.6.3.2)	Argentina / Aeronautical meteorological stations	The RVR of SAEZ, SACO, SAZM, SARE and SAME have not been implemented.	AUG/ 2006	Plan the acquisition or repairment of the RVR.	A	Installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2007	
MET 76	SAM Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2]	Argentina / Aeronautical meteorological stations	The RVR of SAZS, SARI y SAWH have not been implemented.	AUG/ 2006	Plan the acquisition or repairment of the RVR.	A	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2008	Waiting for the assignment of the corresponding financial resources.
MET 77	SAM Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2]	Argentina / Aeronautical meteorological stations	The RVR of SASA, SAZN SARP have not been implemented.	AUG/ 2006	Plan the acquisition or repairment of the RVR.	A	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2009	Waiting for the assignment of the corresponding financial resources.
MET 78	SAM Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2]	Argentina / Aeronautical meteorological stations	The RVR of SASJ, SAWG, SANT have not been implemented.	AUG/ 2006	Plan the acquisition or repairment of the RVR.	A	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2010	Waiting for the assignment of the corresponding financial resources.
MET 79	SAM Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2]	Argentina / Aeronautical meteorological stations	The RVR of SAWE, SAVC, SARF have not been implemented.	AUG/ 2006	Plan the acquisition or repairment of the RVR.	A	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2011	Waiting for the assignment of the corresponding financial resources.

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ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
BOL Bolivia										
MET 30	SAM Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chapter 2, Standard 2.1.5)	Bolivia / Aerodrome meteorological offices and meteorological watch office (MWO) of La Paz	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49. MET Technical personnel is complying functions of professional meteorologists.	OCT/ 2006	a) Carry out a review the functions and training of the aeronautical meteorologists; and b) plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U	They have sent MET personnel to get trained in Argentina. These efforts will continue.	AASANA		a) Personnel licenses for aeronautical meteorology will be applied. b) Courses for meteorological forecasters are being scheduled.
MET 41	SAM Notify the RVR for CAT 1 operations [(Annex 3, Chapter 4, para. 4.7.4 a)]	Bolivia / Aeronautical meteorological stations.	RVRs SLCB, SLVR and SLTR have not been implemented or are not operational.	OCT/ 2006	Plan the acquisition or repair of the RVRs.	A		AASANA	2010	
MET 87	SAM Routine observations and reports (Annex 3, Chap. 8, Standard 4.3.2 a.)	Bolivia / all the aerodromes	Do not prepare MET REPORT.	OCT/ 2006	Standard implementation.	A		AASANA		
MET 88	SAM Special observations and reports (Annex 3, Chap. 4, Standard 4.4.2 a.).	Bolivia / all the aerodromes	SPECIAL is not prepared.	OCT/ 2006	Standard implementation.	A		AASANA		
MET 89	SAM Aeronautical Climatological information (Annex 3, Chap. 8, Standard 8.1.1)	Bolivia / all the aerodromes.	Aerodrome climatological tables are not prepared.	OCT/ 2008	Standard implementation.	B		AASANA		

OUTSTANDING DEFICIENCIES

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

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

BRA Brasil

MET	74	SAM	Notify the RVR for CAR III operations [Annex 3, Chapter 4, Standards: 4.6.3.1 and 4.6.3.4 c)]	Runway visual range	The RVR of SBBR and SBCG have not been implemented	NOV/ 2005	Plan RVR acquisition	A	The RVR SBBR has already been implemented in 2005. The RVR SBCG was acquired and the process of installation is foreseen for 2007.	DECEA	2007
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OUTSTANDING DEFICIENCIES

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

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
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
COL Colombia										
MET 32 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chapter 2, Standard 2.1.5)	Colombia / Aerodrome meteorological offices and meteorological watch office (MWO) of Bogotá	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49, MET Class IV personnel is carrying out functions of MET Class II personnel.	JUN/ 1996	a) Review the functions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U	In consultancy process, through TDA; through which alternatives for the solution to this problem are expected.	UAEAC		
MET 42 SAM	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)]	Colombia / Aerodrome meteorological stations	RVRs SKBQ, SKCG and SKLT have not been implemented or are not operational.	JUN/ 1996	Plan the acquisition or repairment of the SKLT RVR.	A	SKBQ RVR in repairment process; SKCG RVR will be acquired; SKRG RVR in repairment process. CORRECTED	UAEAC	2007	

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1	2	3	4	5	6	7	8	9	10	11
ECU Ecuador										
MET 33	SAM Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Ecuador / Aerodrome meteorological offices and meteorological watch office (MWO) of Guayaquil	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	JUN/ 1996	a) Review the functions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U	Training programmes at national and international level are being carried out to have the specialized aeronautical meteorology personnel required.	DGAC	2007	
MET 84	SAM Observations and routine reports (annex 3, Part I, Chap. 4, Standard 4.3.2 a)	Ecuador, aerodrome meteorological Offices.	The standard has not been implemented.	MAY/ 2007	Update personnel and implement the standard.	A		DGCA		
MET 85	SAM Observations and routine reports (annex 3, Part I, Chap. 4, Standard 4.4.2 a)	Ecuador, aerodrome meteorological Offices.	The standard has not been implemented.	MAY/ 2007	Update personnel and implement the standard.	A		DGCA		

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1	2	3	4	5	6	7	8	9	10	11
GUY Guyana										
MET 17	SAM Exchange of OPMET information (FASID CAR/SAM para. 35 to 39)	Guyana / Aeronautical meteorological stations and meteorological watch offices (MWO) of Georgetown	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.	NOV/ 2006	Follow-up CAR/SAM FASID Tables MET 2A and MET 2B.	A		Hidromet Service		
MET 28	SAM SIGMET information (Annex 3, Chapter 7, Standard 7.1.1)	Guyana / Meteorological watch offices (MWO) of Georgetown	Not all SIGMET messages are prepared based on the procedures established by ICAO.	NOV/ 2006	a) Prepare SIGMET information based on Table A6-1 Template for SIGMET and AIRMET messages and special air-reports (uplink); and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	U		Hydromet Service		
MET 34	SAM Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Guyana / Aerodrome meteorological office and meteorological watch office (MWO) of Georgetown	The MET Authority does not have available the minimum quantity of personnel to provide MET service.	NOV/ 2006	a) Review the functions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U		Hydromet Service		
MET 44	SAM Report the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Recommendation 4.7.4 a)]	Guyana / Georgetown aeronautical meteorological station	RVRs SYCJ is not operational.	NOV/ 2006	Plan the repairment of the RVR	A		Hydromet Service		
MET 56	SAM Surface wind, Annex 3, Standard 4.1.2.1)	Guyana COM Unit	Displays of surface wind in ATS units corresponds to wind sensor installed under the control tower	NOV/ 2006	Surface wind displays from surface wind from meteorological stations shall be installed in ATS units	U	Project proposal for new equipment includes Automated Weather System. This will fulfill this task when it becomes available. It is envisaged that once the project is approved, the deficiency will no longer exist.	Hydromet Service		
MET 61	SAM Requirements for communications, Annex 3, Chap. 11, Standard 11.1.1	Guyana, COM uit		NOV/ 2006	Suitable communications facilities shall be made available to permit MET offices to supply the required MET information to ATS units.	A	Project proposal for new equipment includes Automated Weather System. This will fulfill this task when it becomes available. It is envisaged that once the project is approved, the deficiency will no longer exist.	Hydromet Service		

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

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1	2	3	4	5	6	7	8	9	10	11
MET 93 SAM	Routine observations and reports (Annex 3, Chap. 8, Standard 4.3.2 a.)	Guyana/Timehri Meteorological Office	MET Reports are not prepared.	DEC/ 2008	Implement the standard	A		Hydromet Service	JUL/ 2009	
MET 94 SAM	Special observations and reports (Annex 3, Chap. 4, Standard 4.4.2 a.)	Guyana/Timehri Meteorological Office	SPECIAL is not prepared	DEC/ 2008	Implement the standard.	A		Hydromet Service	JUL/ 2009	
MET 95 SAM	Aeronautical Climatological information (Annex 3, Chap. 8, Standard 8.1.1)	Guyana/Timehri Meteorological Office	Aerodrome climatological tables are not prepared.	DEC/ 2008	Implement the standard.	B		Hydromet Service	JUL/ 2009	

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1	2	3	4	5	6	7	8	9	10	11
PAN Panama										
MET 35	SAM Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chapter 2, Standard 2.1.5)	Panama / Aerodrome meteorological offices and meteorological watch offices (MWO) of Tocumen	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	NOV/ 2000	a) Review the functions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U	They are making efforts to use the resources of some projects to be implemented. Plans for the formation and update to start in 2007 and end in 2010. Coordination with the universities is being carried out to correct this deficiency.	NCAA in coordination with Hydromet Nat. Service		
MET 81	SAM Aeronautical meteorological stations and observations (Annex 3, Part I, Chap. 4, standard 4.1.1)	Panama, Changuino, Bocas del Toro and David aerodromes.	There are no MET stations in the aerodromes of MPBO, MPCH and MPDA.		Acquire and install the stations.	U	The Aeronauticla Authority of has already planned the installation of sensors and meteorological equipment at the aerodromes of Bocas del Toro, Changuinola and David, in order to correct this deficiency as soon as possible.	AAC		

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1	2	3	4	5	6	7	8	9	10	11
PER Peru										
MET 46 SAM	Notify the RVR for CAT 1 operations (Annex 3, Chap 4, Rec 4.6.3.2)	Peru / Aeronautical meteorological stations	RVRs SPHI, SPQJ, SPSO and SPTN have not been implemented.	JUN/ 1996	Plan the acquisition or repairment of the RVRs.	A	Chiclayo 2009, Pisco 2010 and Tacna 2011. The RVR MID of Lima, 2009.	CORPAC	2011	
MET 63 SAM	Runway visual range (Annex 3, Chap. 4, Standard 4.6.3.4) FASID Table AOP 1 (CAR/SAM III-AOP 1-35)	Aerodrome meteorological station of Lima-Callao	No runway visual range assessments are made in the middle point.	NOV/ 2004		U	The RVR will be transferred from the runway end to the middle point. CORRECTED	CORPAC	2009	

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1	2	3	4	5	6	7	8	9	10	11
PRY Paraguay										
MET 36	SAM Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chapter 2, Standard 2.1.5)	Paraguay / Aerodrome meteorological offices and meteorological watch office (MWO)	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49. The actual personnel does not satisfy the minimum requirements for the provision of MET service.	OCT/ 2006	Plan and carry out training and/or updating courses for aeronautical meteorological personnel, as necessary.	U	Short Term: Hire the personnel available graduated at the FP-UNA and 5 meteorological observers, graduated in Class IV Course carried out by INAC. Med. Term: Carry out an Aeronautical Meteorology Formation Course, in accordance with the requirements of WMO document No. 258. Long Term: Develop projects for the formation of Class I and Class II personnel with the assistance of Voluntary Technical Cooperation and senior level education institutes of the country.	DINAC	DEC/ 2007	There are legal restrictions, since currently it is not possible to increase the number of public officers hired.
MET 45	SAM Notify the RVR for CAT 1 operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Paraguay / aeronautical meteorological stations	RVRs SGAS is functioning but not in operation. The RVR SGES is not in operation.	OCT/ 2006	In SGAS, the equipment is installed but with communication problem. In SGES, the equipment is out of service and the purchase of a semi-automatic meteorological station is planned, including an RVR equipment.	A	In SGAS. Contract with ICAO is being reviewed for the acquisition of the RADIO-MODEM, to carry out the RVR connection and the ATS/MET units ATS/MET (CAP). A project is being developed, which is in the bidding process, for the acquisition of a semi-automatic meteorological station, including RVR for SGES, is foreseen.	DINAC	JAN/ 2009	
MET 90	SAM Routine observations and reports (Annex 3, Chap. 8, Standard 4.3.2 a.)	Paraguay Ciudad del Este aerodrome	Do not prepare MET REPORT.	OCT/ 2006	Standard implementation.	A		DINAC	JUL/ 2009	
MET 91	SAM Special observations and reports (Annex 3, Chap. 4, Standard 4.4.2 a.).	Paraguay/Ciudad del Este aerodrome.	SPECIAL is not prepared	OCT/ 2006	Standard implementation	A		DINAC	JUL/ 2009	
MET 92	SAM Aeronautical Climatological information (Annex 3, Chap. 8, Standard 8.1.1)	Paraguay/Asunción and Ciudad del Este aerodromes	Aerodrome climatological tables are not prepared.	OCT/ 2008	Standard implementation.	B		DINAC	JUL/ 2009	

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1	2	3	4	5	6	7	8	9	10	11
SUR Suriname										
MET 21 SAM	Exchange of OPMET information (CAR/SAM FASID para. 35 to 39)	Suriname / Aeronautical meteorological stations and meteorological watch office (MWO) of Paramaribo	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.	JUN/ 1996	Follow-up CAR/SAM FASID Tables MET 2A and MET 2B.	A		Meteorological Service	DEC/ 2009	
MET 38 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Suriname / Aerodrome meteorological offices and meteorological watch office (MWO) of Paramaribo	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	JUN/ 1996	a) Review the functions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U		NCAA in coordination with MET Service	DEC/ 2009	
MET 47 SAM	Report the RVR for CAT 1 operations (Annex 3, Part I, Chapter 4, Recommendation 6.3.2)	Suriname / Aeronautical meteorological stations	SMJP RVR of Zandery has not been implemented.	JUN/ 1996	Plan the acquisition of RVR.	A		NCAA in coordination with MET Service	DEC/ 2009	
MET 58 SAM	SIGMET information (Annex 3, Chap 7, Standard 7.1.1)	Suriname/Meteorological Watch Office (MWO-Paramaribo)	SIGMETs have not been prepared	OCT/ 2004	a) Prepare SIGMET information based on Table A6-1 Template for SIGMET and AIRMET messages and special air-reports (uplink); and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	U		Meteorological Service	DEC/ 2009	
MET 59 SAM	Surface wind (Annex 3, Standard 4.1.2.1)	Suriname COM Dependency	Displays of surface wind in ATS units correspond to wind sensor installed at the top of the TWR	OCT/ 2004	Surface wind display in the surface of ATS dependencies must corresponds to the sensors of the MET station	U		NCAA in coordination with Meteorological Service	DEC/ 2009	
MET 64 SAM	Requirements for communications (Annex 3, Standard 11.1.1)	Suriname COM unit		OCT/ 2004	Suitable telecommunications facilities shall be made available to permit MET offices to supply the required MET information to ATS units.	A		NCAA in coordination with Meteorological Service	DEC/ 2009	
MET 96 SAM	Routine observations and reports (Annex 3, chap. 8, Standard 4.3.2 a.)	Suriname/SMNI, SMZO, SMJP Aerodromes.	MET Reports are not prepared.	DEC/ 2008	Implement the standard.	A		Meteorological Service	DEC/ 2009	

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1	2	3	4	5	6	7	8	9	10	11
MET 97 SAM	Special observations and reports (Annex 3, Chap. 4, Standard 4.4.2 a).	Suriname/SMNI, SMZO, SMJP Aerodromes	SPECIAL reports are not prepared.	DEC/ 2008	Implement the standard.	A	CORRECTED	Meteorological Service	DEC/ 2009	
MET 98 SAM	Aeronautical Climatological information (Annex 3, chap. 8, Standard 8.1.1)	Suriname/SMNI, SMZO, SMJP Aerodromes.	Aerodrome climatological tables are not prepared.	DEC/ 2008	Implement the standard.	B		Meteorological Service	DEC/ 2009	

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1	2	3	4	5	6	7	8	9	10	11
URY Uruguay										
MET 22	SAM Exchange of OPMET information (FASID CAR/SAM para. 35 to 39)	Uruguay / Aeronautical meteorological stations and meteorological watch offices (MWO)	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.	JUN/ 1996	Implement the COM/MET SIP Recommendations for the SAM Region.	A	Coordination between COM/MET.	COM/MET - WMO		
MET 39	SAM Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chapter 2, Standard 2.1.5)	Uruguay / Meteorological Watch Offices (MWO) and aerodrome meteorological offices.	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	JUN/ 1996	a) Review the functions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U		DINACIA / DNM		
MET 80	SAM Aerodrome meteorological stations and observations. (Annex 3, Chap 4, Standard 4.1)	Uruguay, SUCA and SURV.	There is not aerodrome meteorological station.	OCT/ 2006	Acquire and install the stations.	A		DINACIA/ DNM		

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1	2	3	4	5	6	7	8	9	10	11
VEN Venezuela										
MET 67	SAM FASID Table AOP 1 (CAR/SAM III-AOP 1-39)	Barcelona, Caracas, Maracaibo and Margarita	RVR assessments have not been implemented.	JUN/ 1996		A	Plan the acquisition of the required instruments.	INAC in coordination with the SMN		The RVR from Maiquetia and Margarita are in the installation phase. Action plan for Maracaibo and Barcelona foreseen for the second semester of 2009.
MET 68	SAM Exchange of OPMET information (CAR/SAM ANP Basic, paras. 35 to 39)	Caracas MWO and MET offices	MET offices do not have direct access to AFTN, except Maiquetia.	DEC/ 2004	Implement COM Recommendations of SIP COM/MET for CAR/SAM Regions	A	Project for the modernization of the communications	INAC in coordination with the SMN	DEC/ 2010	The meteorological watch office has direct accesses to the AFTN network. Regarding the other airports it is foreseen that direct access will be available for the first semester of 2009.
MET 70	SAM MET stations and obs. (Annex 3, Chap 4, Standard 4.1.1)	MET Office Maracaibo	IATA informs that all MET information is inappropriate.	APR/ 2005	Reported by IATA.	U	Implement the Recommendations of the mission carried out in Dec. 2004. CORRECTED	INAC in coordination with SMN	2009	an ARO-AIS-MET office will be implemented during the second semester of 2009.