



Agenda Item 1: Revision of the “U” priority air navigation deficiencies

(Presented by the Secretariat)

SUMMARY

This working paper presents an updated list of reclassified “U” type deficiencies of each one of the air navigation areas according to the methodology approved by GREPECAS/15

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 GREPECAS, through ASB, has been observing and analyzing some inconsistencies in the way the “U” deficiencies are classified and decided that a more objective criterion was necessary to classify this type of deficiencies according to its Decision 14/60. In this regard, the CAR and SAM Regional Offices have developed the document “Procedures for Classifying and Addressing GREPECAS “U” deficiencies”, according to the GREPECAS Decision 14/60 requirements.

2. Discussion

2.1 The GREPECAS/15 meeting adopted the use of the ICAO SMS Risk Assessment Model for the classification of “U”, “A”, and “B” deficiencies contributing 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.

2.3 The reclassification of the “U” deficiencies was carried out in accordance with the document “Procedures for Classifying and Addressing GREPECAS “U” Deficiencies” previously mentioned. **Appendix A** presents outstanding “U” deficiencies, for CAR Region, and **Appendix B**, for SAM Region.

3. **Action Suggested**

3.1 The meeting is invited to take note of the information presented in this working paper and to analyze the **Appendices A** and **B**.

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

ATG Antigua and Barbuda

ATM	17 CAR	Use of the aeronautical phraseology	Antigua and Barbuda	In general, the use of aeronautical phraseology in English does not meet the required levels and it is a relevant factor with regard to ATS incidents.	SEP/ 2000	ATS/SG/9. Provisions are being made for ICAO Language Proficiency Testing to be carried out by ECCAA.	U	CAA OECS	SEP/ 2003	
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OUTSTANDING DEFICIENCIES

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BHS Bahamas										
AGA 521	CAR Certification of aerodromes (Annex 14, Vol. I, 1.4.1, 1.4.3, 1.4.4)	Bahamas, NASSAU, Nassau Intl.	CAD does not certify aerodromes	DEC/ 2009	ICAO Visit December 2009	U	The CAD shall certify aerodromes used for international operations and as part of the process, the CAD should ensure that an aerodrome manual is in place.	Bahamas	DEC/ 2010	
AGA 522	CAR Safety management system (Annex 14, Vol. I, 1.5.3)	Bahamas, NASSAU, Nassau Intl.	Bahamas has not established a safety programme and it does not require aerodrome operators to implement a safety management system as part of the certification process.	DEC/ 2009	ICAO visit December 2009	U	The CAD as part of its safety programme shall require that a certified aerodrome operator implements a safety management system.	Bahamas	DEC/ 2010	
AGA 526	CAR Aerodrome emergency planning (Annex 14, Vol. I, 9.1)	Bahamas, NASSAU, Nassau Intl.	The CAD does not ensure the periodic testing of an AEP, coordination of specialist rescue services at the aerodrome with difficult terrain and the implementation of emergency command centre.	DEC/ 2009	ICAO visit December 2009	U	The CAD should ensure that NAD comply with periodic testing of the AEP, availability and coordination of specialist rescue services at MYNN considering difficult terrain, and the implementation of emergency command centre.	Bahamas	DEC/ 2010	
AGA 527	CAR Rescue and fire fighting (Annex 14, Vol. I, Section 9.2, 9.3, 9.5 & 9.6)	Bahamas, NASSAU, Nassau Intl.	Reduced RFF services	DEC/ 2009	ICAO visit December 2009	U	Upgrade RFFS category. The aerodrome category shall be determined based on the longest aeroplanes normally using the aerodrome and their fuselage width.	Bahamas	DEC/ 2010	

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BHS Bahamas										
ATM	83 CAR Annex 11, Doc 4444, Doc 9859	Bahamas	ATS management programmes should be developed or implemented, according to Annex 11 requirements.	DEC/ 2007	Implement the required ATS safety management programmes that include: <input type="checkbox"/> publication of safety management regulations, which covers the aspects related to the protection of information; <input type="checkbox"/> utilize the progress achieved in the ATS quality assurance programmes as a platform for a safety management system (SMS) evolution. <input type="checkbox"/> evaluate the incident and accident events, in order to establish the corresponding safety management programmes; <input type="checkbox"/> assigned a sufficient number of ATS personnel qualified to develop and monitor the ATS management safety programmes; <input type="checkbox"/> implement an ATS management training programme so that the assigned personnel could perform its functions.	U				
BHS Bahamas										
CNS	82 CAR Annex 10, Vol. I	Nassau APP/TWR	The Nassau ground-navaids were not operational: a) The new ZQA VOR equipment is out of service because of a failure in its power amplifier module. There are no VOR spare parts on site and the purchased spare part is still in customs. b) The ILS is not officially in use since it is still to be flight inspected. C) The ZQA NDB has failed, there are no spare parts and will be decommissioned.	DEC/ 2009	ICAO CNS Regional Officer Visit - December 2009	U	a) Perform repairs and acquire adequate number of spare parts b) Evaluate navigation infrastructure required to provide service according to navigation specifications, including DME/DME/INS analysis if necessary c) Report ICAO of the NDB decommissioning and any other update to requirements in the CAR/SAM ANP; and d) Because of availability of WAAS augmentation signal, evaluation for the implementation of SBAS procedures can be considered.	Civil Aviation Department of Bahamas	JUL/ 2010	

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GTM Guatemala										
AGA 528	CAR Certification of aerodromes (Annex 14, Vol. I, Section 1.4, 1.4.1, 1.4.4)	Guatemala	La Aurora International Airport is not certified	OCT/ 2007	ICAO visit October 2007	U	To begin with the aproval of the regulatory framework that will allow the aerodrome certification process	Guatemala	DEC/ 2010	
AGA 529	CAR International Standards and Recommended Practices (Annex 14, Vol. II.)	Guatemala	DGAC doesn't have in their regulation the Standards and Recommended Practicesfor the design and operation of heliports.	OCT/ 2007	ICAO visit October 2007	U	The DGAC must complement their regulation with the preparation of the Standards and Recommended Practices for the design and operation of heliports.	Guatemala	DEC/ 2010	Studies on-going.
AGA 534	CAR Safety Management (Annex 14, Section 1, 1.5)	Guatemala	The airport operator has not established an acceptable SMS for the State	OCT/ 2007	ICAO visit October 2007	U	To implement a Safety Management System	Guatemala	DEC/ 2010	

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HTI Haiti										
AGA 537	CAR Electrical power supply systems for air navigation facilities, Annex 14, Vol. I, 8.1, 8.1.1 & 8.1.2	Toussaint Louverture International Airport	Commercial power from utility pole to transformers is disconnected and transformers are no longer in service	MAR/ 2010	Provide adequate primary power supply for continuous functioning of air navigation facilities	U		AAN	2010	
AGA 538	CAR Electrical power supply systems for air navigation facilities, Annex 14, Vol. I, Section 8.1, 8.1.5, Doc. 9157, Part 5, 2.3	Toussaint Louverture International Airport	There is no secondary power supply and the automatic transfer switch is non-operational	MAR/ 2010	Provide a general secondary power supply system	U		AAN	2010	
AGA 539	CAR Doc. 9137, Part 9, Chapter 8, 8.1.2	Toussaint Louverture International Airport	There are no airport operation vehicles for daily inspections	MAR/ 2010	Acquisition of 10 airport operation vehicles to patrol the airport perimeter and respond to security incidents on the airport	U		AAN	2010	
AGA 540	CAR Visual Aids for Navigation, Annex 14, Vol. I, Chapter 5, section 5.3.4.10 – 5.3.4.14	Toussaint Louverture International Airport	Runway 10 does not have a precision approach category 1 lighting system.	MAR/ 2010	Provide a precision approach category 1 lighting system	U		AAN	2010	
AGA 541	CAR Aerodrome Operational Services, Equipment and Installations (Annex 14, Vol. I, Section 9.2.34, Doc. 9137, Part 1, Chapter 9, 9.2	Toussaint Louverture International Airport	The fire station is located on general aviation apron and does not meet the response time requirements	MAR/ 2010	Relocate the fire station so that the access for rescue and fire fighting vehicles on into the runway area is direct and clear, and ensure minimum response times	U		AAN	2011	
AGA 542	CAR Aerodrome Operational Services, Equipment and Installations (Annex 14, Vol. I, Section 9.1, 9.1.1 – 9.1.3, 9.1.13).	Toussaint Louverture International Airport	The Aerodrome Emergency Plan is out- of date and the aerodrome emergency exercise overdue	MAR/ 2010	Update the Aerodrome Emergency Plan to coordinate actions to be taken in an emergency	U		AAN	2012	
AGA 543	CAR Extinguishing agents (Annex 14, Vol. I, Section 9.2.15. Doc. 9137 Part 9, Section 5.5 and Part 1, Section 3.1)	Toussaint Louverture International Airport	There are only two fire hydrants for the entire airport and the replenishment of rescue and fire fighting vehicles is difficult	MAR/ 2010	The capacity of the airport's water supply system should comply with the requirements of fire fighting. The availability of sufficient quantity of water in proximity to aprons as a support to RFF operations is necessary	U		AAN	2010	
AGA 545	CAR Runway End Safety Areas (Annex 14, Vol. I, Section 3.5, 3.5.1 – 3.5.4)	Toussaint Louverture International Airport	Runway 10/28 does not have runway end safety areas	MAR/ 2010	Construct RESAs at both runway ends.	U		AAN	2011	

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AGA 546 CAR	Aerodrome Maintenance (Annex 14, Vol. I, 10.2, 10.2.1 & Doc. 9137, Part 9, 4.5)	Toussaint Louverture International Airport	The surfaces of all movement areas including pavements have loose objects/debris that may cause damage to aircraft or impair the operation of aircraft systems	MAR/ 2010	Acquire a sweeper for runway, taxiways and aprons to maintain the surfaces clean of sand, debris, stones or other loose objects	U		AAN	2011	
AGA 547 CAR	Passenger Terminal Building (Doc. 9184, Part 1, Annex 9)	Toussaint Louverture International Airport	The international terminal is severely damaged	MAR/ 2010	Construct a temporary passenger processing and holding facility	U		AAN	2010	
AGA 548 CAR	Communication and alerting systems (Annex 14, Vol. I, Section 9.2.35)	Toussaint Louverture International Airport	There is no communication and alarm system for alerting and mobilizing other participating emergency support personnel	MAR/ 2010	Provide and install a discrete communication system linking the fire station with the TWR and rescue and fire fighting vehicles.	U		AAN	2010	
AGA 549 CAR	Fencing (Annex 14, Vol. I, 9.10, 9.10.1 – 9.10.5)	Toussaint Louverture International Airport	The airport perimeter fencing/wall is breached in several locations, the concrete wall is poorly constructed	MAR/ 2010	Construct a 25 km inner fence or other suitable perimeter security barrier to prevent inadvertent or premeditated access by unauthorized person(s) or animal (s) into the aerodrome; including perimeter guard posts and access security control points. Install Security Closed Circuit Television System (CCTV).	U		AAN	2011	
AGA 550 CAR	Apron floodlighting (Annex 14, Vol. I, 5.3.23, 5.3.23.1 – 5.3.23.4).	Toussaint Louverture International Airport	The apron does not have adequate illumination for all apron service areas	MAR/ 2010	Install apron flood lighting	U		AAN	2010	
AGA 551 CAR	Aprons (Annex 14, Vol. I, 3.13.1, 3.13.3)	Toussaint Louverture International Airport	The apron is deteriorated; there are shattered slabs in front of the taxiway	MAR/ 2010	Reconstruct failed apron pavement (older section in particular near apron/taxiway intersection)	U		AAN	2011	
AGA 552 CAR	Signs (Annex 14, Vol. I, 5.4, 5.4.1.8)	Toussaint Louverture intl. Airport	Lack of airport signs	MAR/ 2010	Install retro illuminated signs for the movement area	U		AAN	2011	
AGA 555 CAR	Pavements (Annex 14, Vol. I, 10.2, 10.2.3).	Toussaint Louverture International Airport	Runway has rubber build-up and there is a potential for decreased friction when wet	MAR/ 2010	Acquire equipment for runway rubber removal	U		AAN	2010	
AGA 560 CAR	Pavements (Annex 14, Vol. I, 10.2, 10.2.1 – 10.2.2, Attachment A, Section 5, 5.3.17, 5.3.17.1 & 5.3.17.2., Doc. 9137, Part 9, Chapter 4, 4.1)	Toussaint Louverture International Airport	Runway 10/28 has low, medium and high severity longitudinal cracks, with low severity alligator cracking and rutting	MAR/ 2010	Rehabilitate Runway 10/28 and taxiway pavement	U		AAN	2011	

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AGA 561 CAR	Taxiway edge lights (Annex 14, Vol. I, 5.3.17, 5.3.17.7 & 5.3.17.8)	Toussaint Louverture Intl. Airport	There are several taxiway edge lights missing and others are broken	MAR/ 2010	Replace missing and broken taxiway edge lights	U		AAN	2011	
AGA 562 CAR	Airport design (Annex 14, Vol. I, 1.6, 1.6.1, Doc. 9184, Part 1, Chapter 9)	Toussaint Louverture Intl. Airport	The international passenger terminal building has been severely damaged and needs replacement. The domestic terminal was not damaged but has very low capacity.	MAR/ 2010	Construct a new passenger terminal building including aprons and access roads.	U		AAN	2010	
AGA 565 CAR	Doc. 8973, Section 4.10	Toussaint Louverture Intl. Airport	Gate access into the airport and onto the apron is uncontrolled	MAR/ 2010	An access control barrier system is needed at permanent entry control points; there is a need for proper enforcement of access control	U		AAN	2010	

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HTI Haiti										
AIS	341 CAR Annex 15 Chapter 3, Par. 3.1.1.3, 3.1.2 and 3.3.3, Doc 8126 Chapter 3.	Haiti	OFNAC take all necessary measures to introduce a properly organized AIM department, taking into account that the role and importance of aeronautical information/data has direct impact on the safety of air navigation as a crucial and critical component. Consequently, corrupt or erroneous aeronautical information /data potentially affects the safety.	MAR/ 2010	ICAO Visit by Regional Officer, Aeronautical Information Management - June 2010	U	Implement the functions of AIM as follows: a) receive and/or originate b) collate or assemble c) edit d) format e) publish/store and f) distribute aeronautical information/data concerning the entire State as well as areas in which the State is responsible for air traffic services (ATS) outside its territory. Several factors that contribute to a strong organizational base need to be highlighted by OFNAC. The AIM Office needs to coordinate with: a) related technical services b) NOTAM International Office (NOF) c) aerodrome/heliport AIM dependencies d) cartographic services e) printing and distribution services and efficient communications facilities, particularly links per AFTN, fax and connection to the Internet (e-mail).	OFNAC	DEC/ 2011	Several factors that contribute to a strong organizational base need to be highlighted by the Office National de L'Aviation Civile. The AIS headquarters needs coordination with: (a) related technical services; (b) NOTAM International Office (NOF); (c) aerodrome/heliport AIS dependencies; (d) cartographic services; (e) printing and distribution services; and efficient communications facilities, particularly links per AFTN, fax and connection to the Internet (e-mail)

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AIS 345 CAR	WGS84 / EGM-96 / e-TOD - Annex 15, Chap. 3 Par. 3.7, App. 7, Chap. 10, App. 8 Doc. 9674 and Doc. 9881	Office National de L'Aviation Civile	Determine primary and secondary aerodrome points as reference system for international air navigation regarding the requirements to be published in the AIP. Implementation of the e-TOD Areas 1 and 4 in November 2010. Areas 2 and 3 in November 2012	JUN/ 2010	ICAO Visit by Regional Officer, Aeronautical Information Management - June 2010	U	As consequence of natural events in January 2010, new survey is required for all territory for all airports, nav-aids, facilities described in Annex 15 and Doc 9674. In addition will be necessary to implement the e-TOD implementation according to new dates indicated in the State Letter Ref. AN 2/2.2-09/13 dated in April 23 2009. See Annex 15, Amendment 36.	OFNAC	DEC/ 2012	Common coordinated air navigation references for Horizontal (Latitude and Longitude) and Vertical systems with specifications that governing determination and reporting (accuracy of field work and data integrity) of elevation and geoid undulation at specific positions at aerodromes/heliports are given in Annex 14, Volumes I and II, Chapter 2, and Table A5-2 and Table 2 of Appendices 5 and 1, respectively

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HTI Haiti										
ATM	72 CAR Annex 11, Doc 444, Doc 9859, Circ 314	ATS units in Port-au-Prince	Lack of ATS safety management programmes.	MAR/ 2010	Implement required ATS safety management programmes in Port-au-Prince ATS units according to Annex 11 requirements including: - publication of safety management regulations, which covers the aspects related to the protection of information; - allocation of sufficient number of ATS personnel qualified to develop and monitor the ATS safety management programmes; and, - implement a safety training programme so that the assigned personnel perform its functions.	U		OFNAC	2011	
ATM	74 CAR Annex 2; Annex 11, Doc 9426	ATS units in Haiti	Insufficient qualified ATC personnel	MAR/ 2010	Develop and implement a training programme for the next 5 years according to ICAO guidelines, selection of policies and required training programmes in order that ATS staff efficiently perform tasks including: - determine the number of ATC work positions required; - determine the number of ATC personnel required to adequately cover ATC work positions; - determine the number of administrative personnel required to support ATS; and - determine the number of specialized personnel required to provide ATFM services.	U		OFNAC	2011	

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ATM 75 CAR	Annex 1, Annex 11, Doc 9854, Doc 9750, Doc 9426	ATS units in Haiti	There are insufficient ATM training programmes to ensure professional skills and competencies of the professional staff in different specialized ATS fields	MAR/ 2010	Develop and implement an ATM training programme for the next 5 years according to the ICAO guidelines, selection of policies and required training programmes in order that the ATS staff efficiently perform tasks and responsibilities related to their position including: basic training programmes; familiarization training or introductory programmes; recurrent training programmes; professional improvement training programmes; and postgraduate training programmes.	U		OFNAC	2010	
ATM 76 CAR	Annex 11; Doc 4444	ACT Control Tower (TWR) in Port au Prince airport	Necessity of relocation of temporary TWR while new ATC Tower is constructed	MAR/ 2010	Replace and improve conditions of temporary ATC TWR with appropriate indicator, altimeter, clocks and light guns while a new tower is constructed. Relocation should permit good visibility from the ATC positions to maintain visual observation of air operations, vehicles and personnel in the maneuvering area.	U		OFNAC	2011	
HTI Haiti										
CNS 99 CAR	ICAO Annex 10, Vol. II and III Annex 1	Port-au-Prince Toussaint Louverture International Airport: Mobile TWR – Air – ground communication	A common frequency (119.8 MHz) is used for air-ground communication of aerodrome and approach services. Frequency 118.3 MHz, which is assigned for aerodrome service, is not implemented	MAR/ 2010	ICAO Team Visit to Haiti - 9-11 March 2010	U	OFNAC implement as soon as possible the VHF radio transmitter and receiver on frequency 118.3 MHz for air-ground communication of aerodrome control service at the mobile control tower.	OFNAC	DEC/ 2010	

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MEX Mexico

ATM	53 CAR Annex 11, Annex 13, Doc 4444, Doc 9859	Mexico City International Airport, Mexican DGAC	Lack of implementation of ATS safety management programmes.	DEC/ 2008	SENEAM, in coordination with DGAC Mexico, should implement the ATS safety management programmes in line with Annex 11 and Annex 13 requirements, including a safety management programme in Mexico City International Airport.	U		SENEAM		
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ARG Argentina										
AIS	35 SAM Annex 15; 3.6.1 English language	Argentina	Requirement to use English for plain language texts in AIS publications		SAM RO Records.	U	1. Action Plan (2006) indicated that relevant action is being taken on the matter. NOTAM impl. 100%; AIP 30%.	Indicated State.	DEC/ 2009	2008: Requirement of English language experts translator personnel requirement, in order to comply with deadlines.
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). The level specified in requirements related to language proficiency in the English language will be a requirement as of 05 March 2011.	OCT/ 1995	GREPECAS/5 Reporting of compliance through Attachment C to communication AN/12.44.6-07/68.	U	0. Performance in the English language of some ATC units could be a contributory factor for the occurrence of incidents and/or aeronautical accidents (Annex 1). For 2009-2010 it is expected to obtain level 4 of ICAO. 1. 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.	ANAC Argentina	MAR/ 2011	2008: On 17 May 2007, an agreement was signed between the Ministry of Defence and the University of Buenos Aires, School of Philosophy and Humanities, so as to implement, develop, monitor and evaluate training in the English language (ROGER). This agreement complement regulaton No. 19/05 (PRONACEII). 2007: An action plan with measures to mitigate the risk, as established in ICAO Assembly Resolution A36-11.

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BOL Bolivia										
AIS	7 SAM ICAO Annex 15, Para. 3.4.4.1 WGS-84.Geodetic System	Bolivia	Need to comply with effective and total implementation of the WGS-84.		SAM RO Records..	U	Action Plan (2006) 90% implemented February 2009 Bolivia informs on the following action plan: a) APP Procedures La Paz, Cochabamba and Viru Viru June 2009. b) Rest of national airports December 2009. With these actions, it is foreseen to comply with 100% of WGS-84 implementation in Bolivia. 15 Jul 2010: Through Note DNA439/MET020/10 DGAC-0-1-1519 information was received regarding date of compliance, December 2011.			Indicated State
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.

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BRA Brasil										
AGA 476 SAM Doc 8733, FASID CAR/SAM – AOP	BRAZIL/ANAC/INFRA ERO/Pontapora Int'l	ANP requires RFF CAT 6. It is CAT 2	AUG/ 2006	ICAO regular mission (01-03 AUG/06, Recommended Action AGA/07 of its respective Report)	U	Upgrade RFF to CAT 6	BRAZIL/ANAC/INFRAERO			

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COL Colombia										
AGA 454 SAM Annex 14, Vol. I, Ch. 3		COLOMBIA/AEROCIVIL/BOGOTA/El Dorado Int'l Airport	Depression between threshold and threshold lights (ends of RWY 13L/31R)	OCT/ 2005	ICAO regular mission (28-30/SEP/2005, Recommended Action AGA/07 of its respective Report)	U	Eliminate depression between threshold and threshold lights. "PENDING ACTION PLAN"	AEROCIVIL/BOGOTA/El Dorado Int'l Airport		Reclassified in 01FEB08 as deficiency "A" according to the GANDD new procedure (GREPECAS fast track)
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. CORRECTED	UAEAC	DEC/ 2009	

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

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GUY Guyana										
AIS	20 SAM ICAO Annex 4, WGS-84.Geodetic System	Guyana	Need for production of all required aeronautical charts under the WGS-84 system.		SAM RO records.	U	Action Plan (2004) 80% implemented. During mission of December 2008, the administration informed that implementation is foreseen for December 2009.	Indicated State	DEC/ 2009	
GUY Guyana										
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	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 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		

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PAN Panama										
MET 35	SAM Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chapter 2, Standard 2.1.5)	Panama / Aerodrome meteorological offices and meteorological watch offices (MWO) of Tocumen	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	NOV/ 2000	a) Review the functions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U	They are making efforts to use the resources of some projects to be implemented. Plans for the formation and update to start in 2009 and end in 2011. Coordination with the universities is being carried out to correct this deficiency.	CAA	DEC/ 2015	Lack of Training Centres in the Region that provide licenses in this matter. Economic resources to train personnel abroad. Personnel from with University technical degree is been hired (gradually), as requirement. Training is expected to be provided to permanent and new hired personnel.
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 Aeronautical 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	OCT/ 2010	The installation stage of these MET stations in MPBO, MPCH and MPDA was initiated, as well as in most of the aerodromes and aeronautical stations of the country.

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PRY Paraguay										
AGA 24 SAM	RWY surface conditions (Annex 14, Vol. I, Chap. 3)	Paraguay, Aerodrome of Asuncion/Silvio Pettrossi	The main RWY pavement is in process of deterioration		Detected during mission conducted by ICAO Secretariat Fax letter 22 NOV 2002, from Paraguay	U	ACTION TAKEN: The repair in both ends: 1000m RWY02 and 600m RWY 20 was finalized, and to this date the overlaying of the 100% of the runway is in process. 60 working days is estimated for the finalization of the second phase of 1.700m of runway. ACTION PLAN: Resurface scheduled for the 15m RWY central part for 2006 (Doc DINAC 832/2005, 22 JUL 05)	Paraguay	2006	
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	JAN/ 2010	Paraguay informed that the solution is foreseen by 2007. Since April 2009, this course has been initiated as regards English language proficiency level 5 for ATCOs. It is estimated to end by January 2010.

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SUR Suriname										
AGA 231	SAM RFF (Doc 8733, Vol. II, FASID and Annex 14, Vol. I, Ch. 9.2)	Suriname/NEW NICKERIE/Maj. Fernandes Aerodrome	The aerodrome does not have RFF. The Regional ANP recommends Category 3	NOV/ 2002	Detected during mission conducted by ICAO Secretariat	U	Provide RFF Category 3 for the aerodrome and/or inform the ICAO SAM Office when it will be done "PENDING ACTION PLAN"	Suriname		
SUR Suriname										
AIS 13	SAM ICAO Annex 15, Para. 3.4.4.1 WGS-84.Geodetic System	Suriname	Need to comply with effective and total implementation of the WGS-84.		SAM RO Records..	U	Action plan 2005. Ongoing	Indicated State		
AIS 31	SAM CAO Annex 15, Chapter 6; ANP (Doc. 8733) Par. 46 - 49. Sistema AIRAC.	Suriname	Need for an effective implementation of AIRAC requirements.		SAM RO Records.	U	Action Plan (2005). 80% implemented	Indicated State		
SUR Suriname										
MET 59	SAM Surface wind (Annex 3, Standard 4.1.2.1)	Suriname COM Dependency	Displays of surface wind in ATS units correspond to wind sensor installed at the top of the TWR	OCT/ 2004	Surface wind display in the surface of ATS dependencies must corresponds to the sensors of the MET station	U		NCAA in coordination with Meteorologica l Service	OCT/ 2010	

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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.
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. 2) Continuously monitor its correct use in ATS units. 3) Has training programmes (Mission Nov 2003) for the correct use of aeronautical phraseology in Spanish and English languages for ATCOs, with supervision on the adequate use of the same.	DINACIA Uruguay		Uruguay informed that a training process on the use of aeronautical phraseology for air traffic controllers has been implemented, foreseeing its solution by 2006.
URY Uruguay										
MET 39 SAM	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chapter 2, Standard 2.1.5)	Uruguay / Meteorological Watch Offices (MWO) and aerodrome meteorological offices.	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	JUN/ 1996	a) Review the functions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	U		DINACIA / DNM		

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VEN Venezuela										
AGA 28 SAM	Visual Aids (Annex 14, Vol. I, Ch. 5)	Venezuela, MARACAIBO/La Chinita Aerodrome	No PAPI at RWY 20		IFALPA CAR/SAM Meeting, 98REG049, Buenos Aires, 9/10 Dec. 1997	U	Implement the facility "PENDING ACTION PLAN"	Venezuela		PAPI installation for second semester of 2010 is under study
AGA 75 SAM	TWY surface conditions (Annex 14, Vol. I, Chap. 3)	Venezuela, CARACAS/Maiquetia Aerodrome	Cracks and vegetation growth on the taxiways, no pavement maintenance. Presence of FOD (loose aggregates)		IATA Report of the Venezuela Airport Operational Assessment, March 05-08, 2001	U	Reconstruct the taxiways "PENDING ACTION PLAN"	Venezuela	SEP/ 2010	A taxiway repavement plan is currently underway, estimating to be finished during the first semester of 2009. As of April 5, 2010 cracks recovery work began in taxiways and aprons, completion is estimated for the third quarter 2010.
AGA 427 SAM	Annex 14, Vol. I, Ch. 4	VENEZUELA/INAC/IA AIM	Presence of concrete boxes > 20 cm of the terrain surface, open box (4m x 4m x ≈ 5 m deep, room for equipments, rigid base for antennas, etc on the RWY strip	DEC/ 2004	ICAO regular mission (06-09 DEC 2004, Recommended Action AGA/39 of its respective Report)	U	Eliminate all the obstacles from the RWY strip and provide frangible base for antennas. "PENDING ACTION PLAN" ACTION PLAN: The obstacles will be eliminated and frangible bases will be provided for the antennas (DOC PRE 704.05 - 06 APR 05) - (DOC PRE 4593.05 de 20 DEC 05) Rescheduled for JUN 07 (DOC PRE-ORAC-4143-06, 26 SEP 06)	INAC/IAAIM	OCT/ 2010	Same has been 70% improved. Work is expected to be ended by the first semester of 2009. CORRECTIVE ACTION: The antennas rigid bases have been completely removed from the RWY strip, the filling around the concrete boxes continue until reaching the terrain surface level (DOC PRE-ORI.GRO/2010-2028, 20 MAY 10)

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VEN Venezuela

AIS	59	SAM	Annex 4, 17; Cap. 17.1. VFR aeronautical chart (Scale, 1:500,000)	Venezuela	Need for production of this serie of ICAO chart under the WGS-84 system to satisfy the lack of production of the WAC aeronautical chart.	U	SAM Office records 01 July 2010: Venezuela reports that has not seen the production of 1:500,000 VFR charts. Is running the project INAC-DIGECAFA to produce the WAC 1:1,000,000 to date have been certified three of the ten sheets Corresponding to Venezuela. Compliance date: Second semester 2011	Action plan (2006) Ongoing	Indicated State.	
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AIS	231	SAM	CAR-SAM ANP Part VIII (AIS); Para. 65, 66, 67, 68 AND 69. Regional AIS automated system	Venezuela	Requirement for implementation of automated system at the AIS services, in agreement with the indicated in the CAR/SAM Air Navigation Plan..	U	Records SAM Office. 01 July 2010: Venezuela reports that the NOTAM service and PIB are fully automated. Carried out the steps of acquiring an integrated database to achieve automated integration of various products AIS (DOC PRE-ORI-GRO/2010-2028 20MAY2010). Compliance Date: Fourth quarter 2010	Action Plan (2006) Ongoing. A new automated system is in acquisition process. The data base aeronautical integrated system shall enable the generation and updating of the AIP, design and produce instrumental and visual flight procedures, radio navigatin aids performance simulation, airspace structuring, flight check simulation, production and updating of charts, among other features.	Indicated State	01 July 2010: Venezuela reports that the NOTAM service and PIB are fully automated. Carried out the steps of acquiring an integrated database to achieve automated integration of various products AIS (DOC PRE-ORI-GRO/2010-2028 20MAY2010). Compliance Date: Fourth quarter 2010
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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.	U	SEP/ 2000 ATM/SAR 02/00-SAM Meeting.	1. Implement a continuous training and updating plan. 2) Continuously monitor its correct use in ATS units. (E-CAR/SAM-NE ICG/2 Dic 2003). Realization of refreshment courses for ATCOs during 2004.	INAC Venezuela	JUL/ 2010	2008: A recurring training is kept in aerodrome, approach and control centre phraseology, according to the CATC capacities. 2007: Venezuela informed that a continuing process for training in the use of aeronautical phraseology for air traffic controllers has been implemented, foreseeing its solution by 2007.
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