



---

**Agenda Item 5.2: Status of air navigation deficiencies in the CAR/SAM Regions**

**Reporting form on Air Navigation Deficiencies in ATM/CNS in the CAR/SAM Region**

(Presented by IATA)

SUMMARY	
This working paper presents a list of deficiencies found at the CAR/SAM Region by the airlines, using the reporting form on air navigation deficiencies, specified at the GREPECAS Procedural Handbook.	
<b>References:</b> <ul style="list-style-type: none"><li>GREPECAS Procedural Handbook</li></ul>	
<i>ICAO Strategic Objectives:</i>	<i>A – Safety B – Air navigation capacity and efficiency</i>

**1. Introduction**

1.1. On 30 November 2001, the ICAO Council approved the Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies, and presented in the GREPECAS Procedural Handbook.

1.2. In order to enable GREPECAS to make detailed assessments of deficiencies, States and appropriate International Organizations like IATA, are expected to provide information for corresponding action.

**2. Suggested actions**

2.1. The Meeting is invited to review the **Appendix A** to this working paper, according to the procedures and methodology specified at the GREPECAS Procedural Handbook.

- - - - -

## APPENDIX A

## REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN ATM/CNS IN THE CAR/SAM REGION

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing Body	Date of completion	Priority for action
Annex 15, CAR/SAM ANP, Doc 8126	MMMX, MPTO	Non-compliance to AIRAC publication	14 May 2014	Latest example: MMMX and MPTO approach charts out of the AIRAC cycle (less than 1 cycle)				
Doc8126 Annex15	SCIE, TAPA, MMMX, MROC	inaccurate Published coordinates	14 Mar 2014	Ex. AIPs with differences in declared runway distances (MROC)				
Doc4444, CAR/SAM ANP, GANP, CAR/SAM ATFM manual, Doc9426, Doc9971, Doc9883	SAEF, SACF, SAMF, SAEZ, SUEO	inefficient Separation and unusual ATFM initiatives application: a. 6 min separation on the final path b. Monthly and sometimes daily basis ATFM NOTAMs with Flow restrictions without a clear reason.	23 Oct 2012	a. SAEZ -on a radar environment b. Some of the restrictions were: 1 ACFT every 10 or 15 minutes regardless the FL or the entry point of the FIRs.				
ANP, Annex 4, Doc8126	SAEZ, SUMU, Brazil, MROC.	outdated obstacle chart publications	19 May 2014					
Doc 4444, Annex 1, Annex 10 Vol.II, Doc 9432	CCS-SVMI, BOG-SKBO, LIM-SPIM, MEX-MMMX,	– lack of ICAO standard phraseology	21 Jun 2013					

Identification		Deficiencies			Corrective action			
	EZE-SAEZ, GUA-MGGT, SCL-SCEL,							
Doc4444, Doc9883, Doc9971	CAR/SAM states, except Brazil, Cuba and Peru.	Flight Plan errors		IATA presented a proposal to apply the delegation of the FPL transmission as well as the related messages, according to the Doc.4444, until an agreed time previous the pushback. This procedure is currently used in USA, Europe, Australia, etc. In the CAR/SAM region Peru, Brazil and Cuba have already published this type of procedures.				
Doc 4444	STI – MDST LIR – MRLB GYE – SEGU UIO – SEQM SAP – MHLM TGU – MHTG AUA – TNCA PUJ – MDPC SDQ – MDSD	Late clearance issuance during Taxi						