

ICAO Region/ANP: CAR/SAM**IFALPA Region: SAM/North**

Subsection	IFALPA Deficiency	Action Required/Remarks
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COLOMBIA**ACDAC****Barranquilla/Ernesto Cortissoz (SKBQ) 1054N 074.47W DEFICIENT [October 2004]**

AGA (1)	No decontamination program. No Method to determine friction level.	
AGA (4)	Deficient Illumination of holding point RWY 04 No Centre Lights No Touch Down Zone Lights	
AGA (5)	Taxiway shoulders and safety zones partially contaminated. Deficient FOD program	Weeds need to be removed. Exercise Caution due to FOD
AGA (7)	RWY 04 Touch Down Zone Centre Marks poor condition due to rubber contamination.	
AGA (8)	No emergency routes for RFF vehicles. No squared crash map of airport and vicinities at Control Tower or Fire Station.	

Remarks: Intense bird activity in the vicinity of the airport with reported bird strikes.
Recommendation for introduction of a Bird Control Unit.

**Bogota/Eldorado
(SKBO) 0442 N 074.09W****DEFICIENT [April 2005]**

AGA (1)	Runway 13R strip not level near touchdown zone. Obstacles on Runway 13L strip. RESA area available but not levelled. There is no RESA at 13L.	
AGA (6)	Poor illumination of south side of international finger.	Action required
RAC (2)	Standard Phraseology not used. No proficiency in English. English not always used despite international traffic. ATC procedures are causing confusion.	
NAVAIDS (1)	No ILS on Runway 13L.	
SECURITY	Animal hazard due to inadequate fencing. Many types of ID could lead to unauthorised personnel in restricted areas.	

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Cali/Alfonso Bonilla Aragon (SKCL) 0333N 076.23W DEFICIENT [October 2004]

AGA(1)	Rubber contamination RWY 01 No decontamination program established.	AGA(1)
AGA(5)	Taxi ways identification signals do not correspond to ICAO designation; For night operation identification is difficult.	AGA(5)
AGA(8)	The place where fire station is does not allow a quick exit of vehicles. There is no square crash map of the airport and vicinities at fire station and control tower. Not enough personal. Inadequate water facilities for RFF vehicles.	AGA(8)
RAC (1)	No proficiency in English.	RAC (1)
RAC (3)	There is differences between Jeppesen and Legis (DAG, Colombian procedure manual, in Spanish) for example: Coordinates, obstacles, headings and distances.	RAC (3)
NAV AID (2)	VOR APP 01 inbound radial 012° need to be calibrated.	NAV AID (2)

Remarks:

1. There is an intensive bird activity in the vicinity of the airport.
2. Visibility is often reduced due to fumes in the area.

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Cartagena/Rafael Nunez (SKCG) 1027N 075.31 W DEFICIENT [October 2004]

AGA(1)	Rubber contamination. No decontamination program established.	
AGA(3)	Papi lights need to be calibrated	
AGA(4)	RWY edge lights are bidirectional type not omni directional. No center lights. No TDZ lights.	
AGA(6)	Badly contaminated apron. FOD	
AGA(7)	TDZ marks in bad condition due to contamination. Poor Apron markings	Need repainting.
AGA (8)	RFF vehicles inadequately equipped. Water facilities inadequate. No squared crash map of airport and vicinities in the Tower and Fire Station. Emergency plan not actualized.	
NAV AIDS (2)	VOR DME APP 01 radial need to be calibrated	

Remarks: Intensive bird activity in the vicinity of the airport.

**CUCUTA/Camilo Daza
SKCC N0755.9 W07230.8****CRITICALLY DEFICIENT BLACK
[April 2005]**

AGA(1)	RWY 15-33 severe undulations along the runway. RWY 02-20 undulations in some parts of the runway. Poor drainage capability in both runways. Presence of stones, FOD.	Level and repave urgently.
AGA(4)	Center lights required TDZ lights required. Some Runway edge lights are missing, and some are covered by scrub.	
AGA(7)	RWY 15-33, lateral strip, TDZ marks in bad conditions. RWY 02-20, lateral strip, TDZ marks deteriorated. Residual runway marks covered by scrub, paint in bad condition.	

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CUCUTA/Camilo Daza (CONT)
SKCC N0755.9 W07230.8

CRITICALLY DEFICIENT BLACK
[April 2005]

AGA(8)	Not enough personnel. No direct phone line at fire station. No actualized squared map of the airport and the vicinities, in control tower or fire station. Fire station design does not allow quick exit of the vehicles.	
RAC(2)	Lack of personnel after 18:00 UTC. No proficiency in English.	
COM(3)	Silence cone between 8500ft and 12.500ft Radial 300°, beginning at 20 Nm.	
MET(1)	Unreliable meteorological information	,

Special Operating Measures:**AR 2005**

1. Exercise extreme caution, airport operation critical at all times.
2. Beware unauthorized personnel crossing RWY.
3. Restrict operations to daylight/VMC conditions only as mountains close to the airport are not lit for night operation.
4. Runway 15/33 should not be used for high speed or high gross weight aircraft operation.

Leticia/A. Vasquez Cobo (SKLT) 0412S 069.56W

DEFICIENT [October2004]

AGA (1)	Very uneven runway safety zones littered and weed grown.	Area needs urgent attention.
AGA (6)	Poor illumination of the apron. Insufficient apron area.	Aircraft movement, refueling and RFF vehicle displacement difficult and risky.
AGA (8)	No medical service or ambulance available. RFF equipment is inadequate for airport category and fireman undermanned. No squared crash map of airport and vicinities in the Tower or Fire Station. No medical service or ambulance available.	
MET (1)	Very poor information for an international airport.	

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**Rio Negro/Jose Maria Cordova
(SKRG) 0611N 7526W**

**CRITICALLY DEFICIENT
BLACK [April 2005]**

AGA (1)	Undulated touchdown zone RWY 36. Runway rough with poor drainage and heavy rubber accretion.	
AGA (6)	Badly contaminated apron surfaces.	Especially bad in cargo area.
AGA (8)	Inadequate exit for RFF vehicles. No medical services at night. Inadequate manning for Category.	
RAC (3)	Topographical features dictate unusual procedures and reduced safety margins. There are differences in the Jeppesen Routes Manual and LEGIS (DAG) (Colombian Procedures Manual) in Spanish, examples are coordinates, obstacles, heading and distances. The VOR-DME/RNG-LLZ and VOR-DME/NDB approaches need to be published.	

Special Operating Measures:

AR 2005

1. Topographical features dictate unusual procedures and reduce safety margin.

**San Andres/Sesquicentenario
(SKSP) 1235N 081.42W**

**CRITICALLY DEFICIENT
BLACK [April 2005]**

AGA (1)	Rubber contamination on first 3000 ft. of RWY 06. RWY safety zones need cleaning of weeds, rubbish, etc. Windsocks for RWY 06 and 24 without illumination.	RWY required resurfacing.
	Poor areas of pavement along RWY. Non-existent RWY edge shoulder strips. Uneven RWY surface holds numerous large puddles after rain. Deficient FOD program. Exercise caution due to FOD	
AGA (2)	Windsock unlit.	
AGA (3)	PAPIs need to be recalibrated	
AGA (4)	40% of RWY edge lights missing. Centreline lights required. Runway edge lights are bi-directional and not omni-directional as recommended.	

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**San Andres/Sesquicentenario (Continued)
(SKSP) 1235N 081.42W****CRITICALLY DEFICIENT
BLACK [April 2005]**

AGA (5)	Taxiway safety zones contaminated with rubbish, stones, etc.	
AGA (6)	Apron is uneven with poor drainage and FOD.	
AGA (7)	Several RWY markings missing.	Need repainting and weeds need to be removed.
AGA (8)	Poor maintenance of RFF vehicles and equipment. Poor water-refilling facilities for the vehicles. Inadequate RFF equipment for airport category. Emergency rescue boat U/S Inadequate location of airport fire station. No squared crash map or airport and vicinities in Control Tower or Fire Station. No medical or first aid services.	
COM (1) (2)	No standby frequencies	
SAR (1)	No SAR facilities	
MET (3)	Forecasts are given from Bogotá	

Note: Unobstructed, uncontrolled and unrestricted access of vehicles, persons and animals to the runway of the airport.

Special Operating Measures:**AR 2005**

1. Airport operations critical at all times, particularly at night.
2. Beware unauthorised vehicles/personnel crossing the RWY.

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Colombia FIRs**CRITICALLY DEFICIENT BLACK [April 2005]**

COM (2) & (4)	There are still failures in communications, which can create chaotic and highly dangerous situations due to the volume of traffic within the airspace. However, there has been an improvement of 50% from before	
NAVAIDS (6)	Infrastructure is not enough and the program of installation and calibration of navigational aids is not complied with.	
RAC (2)	Operational handling of the Air Traffic Control extremely deficient. Air Traffic substantially increased with no corresponding improvement in infrastructure. Poor air to ground communication.	
	Lack of English proficiency in ATC functions.	English language training required.
	Deficient co-ordination between the national FIRs and with Curacao international FIR.	

Special Operating Measures

Pilots should exercise extreme caution when operating in these FIRs

AR 2005**ECUADOR****Quito/Mariscal Sucre (SEQU) 0008S 078.29W SPECIAL CATEGORY [Oct 2003]**

	Mountainous terrain around the airport. GPWS operates during approach due to obstacles.	Unusable glide slope due to obstacles on the approach.
AGA (1)	Runway – poor braking action.	
NAVAIDS (1)	ILS unreliable	

Remarks: No circling approaches at night.**Special Category**

Special Category due to topography.

[Oct 2003]

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VENEZUELA**Barcelona (SVBC) 1007N 064.42W****DEFICIENT [Oct 2003]**

AGA (6)	Aprons inadequate for number of aircraft.	
AGA(8)	Inadequate fire crash and rescue units.	
RAC (3)	Terrain hazard on approach to RWY 33	
SAR (1)	No emergency plan.	

Barquisimeto (SVBM) 1003N 069.21W**DEFICIENT [Oct 2003]**

AGA (8)	Fire equipment insufficient.	
NAVAIDS (1)	ILS unreliable	Extreme caution required
NAVAIDS (6)	Outer marker missing.	

Ciudad Guayana (SVPR) 0818N 062.45W**DEFICIENT [Oct 2003]**

AGA (6)	Aprons inadequate for number of aircraft.	
AGA (8)	Fire equipment insufficient.	
NAVAIDS (1)	No ILS	
NAVAIDS (3)	No DME	
NAVAIDS (6)	No outer marker. No security at airfield	

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**Maiquetia/Simon Bolivar
(SVMI) 1036N 066.59W****CRITICALLY DEFICIENT BLACK
[April 2005]**

AGA (1)	RWY 09/27 inadequate for large aircraft.	RWY surface deteriorated.
AGA (3)	No VASIS or PAPIs on RWY 27. PAPI on RWY 09 unreliable.	
AGA (6)	Apron surface very uneven and poorly lit.	Resurfacing and more lights required.
AGA (7)	Runway and Taxiway signs poor, Apron Markings poor.	Refurbish and repaint as necessary
RAC (1)	Deficient ATM	Inexperienced Controller.
RAC (2)	English not always used despite international traffic.	
NAVAIDS (1)	ILS on RWY 09 very unstable on final approach.	

Special Operating Measures:**AR 2005**

1. Airport not reliable as an alternate.
2. Extreme caution should be exercised due to short runway length.
3. Extreme caution, high speed approaches.

Maracaibo/La Chinita (SVMC) 1034N 071.42W**DEFICIENT [Oct 2003]**

AGA (3)	No VASIS RWY 20	
AGA (8)	Fire equipment inadequate.	
NAVAIDS (1)	ILS inoperative RWY 02 ILS no outer marker	
NAVAIDS (4)	Poor standard of radar control.	Primary only – no secondary
AGA (1)	RWY 09 requires grooving on first 1000m.	
AGA (8)	Inadequate fire/crash equipment.	
COM (1) & (2)	Poor English phraseology.	English language training required.
MET (1-6)	All weather information inadequate.	
RAC (3)	No published SIDs and STARs	

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Valencia (SVVA) 1013N 067.45W

DEFICIENT [Oct 2003]

AGA (8)	Inadequate fire equipment.	
COM (1)	Poor English phraseology.	
NAVAIDS (1)	No ILS	
NAVAIDS (2) & (3)	VOR/DME approach for RWY 10 has a 4° Glidepath and a 5° offset with high terrain.	
NAVAIDS (5)	NDB procedures	NDB approach for Rwy 28 unreliable in bad wx conditions
RAC (3)	No instrument procedure.	

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ARGENTINA**APLA****Buenos Aires/Aeroparque J. Newbery (SABE)****DEFICIENT [October 2004]**

COM (2)	Non standard R/T phraseology.	
COM (6)	No English version of ATIS. Information out of date.	Deficiency expected to be resolved in the second half of 2003.
SECURITY	Public have access to the airfield	A new perimeter fence is in progress of being built.

Remarks

1. Landings not recommended in heavy rain and cross-winds exceeding 21 knots, (for MD type aircraft 16 knots).
2. Terrain hazards and low level wind shear with crosswinds in excess of 10 knots.

**Buenos Aires/Ezeiza Ministro Pistarini
(SAEZ) 3449S 058.32W****DEFICIENT [Oct 2004]**

RAC (1)	ATC services in IMC delayed because of poor flow management	Work ongoing.
RAC (2)	Standard of English phraseology marginally acceptable	English language training taking place. Work ongoing.
NAVAIDS (4)	Effective radar vectoring required	

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Cordoba FIR**DEFICIENT [Oct 2004]**

COM (1)	Communications not made using correct ICAO RT phraseology	Communications should be made in the proper phraseology avoiding the use of non-technical words.
RAC (2)	Standard of English marginally acceptable	English language training taking place.

Ezeiza FIR**DEFICIENT [Oct 2004]**

COM (1)	Communications not made using correct ICAO phraseology	Communications should be made in the proper phraseology avoiding the use of non-technical words. Work ongoing.
RAC (2)	Standard of English marginally acceptable	English language training taking place.

Resistencia FIR**DEFICIENT [Oct 2004]**

RAC (2)	Standard of English marginally acceptable	English language training taking place. Work ongoing
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Ushuaia (SAWH) 5450S 068.19W**SPECIAL CATEGORY [Oct 2004]**

	High ground near RWY	
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Remarks: Special Category due to geographical location (terrain hazards) and meteorological conditions.

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BRAZIL

SNA

Manaus/Eduardo Gomez (SBEG) 0302S 060.07W

DEFICIENT [Oct 2004]

AGA (1)	RWY slippery when wet.	Runway must be grooved and runway friction coefficient adequately controlled.
AGA (7)	RWY and Taxiway signs poor	Refurbish or replace
RAC(2)	Standard of English inadequate.	English language training required.

Remarks:

1. Heavy bird activity with no bird control unit.
2. Caution on noise abatement procedures.

Rio de Janeiro International (SBGL) 2248S 043.15W

DEFICIENT [Oct 2004]

AGA (4)	No centre line lights on RWY 15/33	Centre line lights must be installed.
AGA (5)	No high speed exists on RWY 15/33	Caution must be exercised during the landing roll-out/runway exit

Remarks:

1. Caution on “Go around” procedures due to altitude restrictions caused by inbound air traffic to SBRJ
2. Caution must be exercised during the approach/departure path due to bird activity throughout the year.
3. Caution must be exercised due to hot air balloons in the TMA from May to August period.
4. Attention to the word “via” on the authorization to execute STARS

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São Paulo/Guarulhos International (SBGR) 2248S 043.15W DEFICIENT [Oct 2004]

MET (4)	Windshear on all runways	Due to the surrounding obstacles caution must be exercised during approach in bad weather due to windshear in the vicinity of all thresholds.
RAC (3)	SID – Altitude restrictions and tight turns after take-off. STAR – Caution must be exercised by aircraft without FMC or GPS to comply with altitude restrictions and tracks.	The standard ATC clearance restriction should be published on all SIDs plates.
SAR (1)	No crash position for low visibility operations.	Crash response has been unsatisfactory in conditions of low visibility. RFF crews should be thoroughly familiar with the airport plan. Co-ordination, understanding and communication between control tower and RFF units should be improved.

Remarks: Caution must be exercised during the final approach due to reports of false localiser interception to RWYS 09R/L. Do not accept vectors to RWY 09L, the ILS capture glideslope is too high.

Notes:

1. Unauthorised radio transmissions on aeronautical frequencies are interfering with normal use.
2. Unauthorised illegal flying of hot air balloons in the terminal area
3. Attention to the word “via” on the authorisation to execute STARS.

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All Brazil FIRs**DEFICIENT [Oct 2004]**

COM (4)	Unsatisfactory reliability of HF coverage.	
RAC (2)	Poor English phraseology in communications.	It is vital that English language training in the ATS is improved.

Salvador (SBSV)**DEFICIENT [Oct 2004]**

AGA (1)	No high speed exits on runway 10/28	
AGA (6)	No apron charts	
AGA (7)	Runway and Taxiway signs poor.	

Remarks: Bird activity throughout the year.**Porto Alegre (SBPA)****DEFICIENT [Oct 2004]**

AGA (1)	Runway slippery when wet. No high speed exits on runway 11/29	
AGA (5)	Taxiway signs are confusing	
AGA (6)	No apron charts.	

Remarks: Bird activity throughout the year.**Curitiba (SBCT)****DEFICIENT [Oct 2004]**

AGA (1)	Runway slippery when wet, braking action poor. No high speed exits on runway 15/33	
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Remarks: Bird activity throughout the year.

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URUGUAY**ACIPLA****Montevideo/Cesareo Berisio (SUMU) 3450S 056.01W****DEFICIENT [Oct. 2002]**

AGA (1)	RWY 06/24 poor drainage.	
AGA (1)	Increased bird activity in the vicinity of the runways.	
AGA (3)	No VASIS RWY 24.	
AGA (4)	No center lights RWY 06/24.	
AGA (5)	Taxiway surface and markings poor.	
AGA (6)	Aprons without routes for the vehicles and personal of service with inadequate training.	
COM (6)	No ATIS	
MET (4)	Windshear in RWYS 06 and 01	Due to surrounding obstacles caution must be exercised during approach in bad weather.

Note: Be aware of 10 min. separation between traffic departing Montevideo FIR when requesting start-up clearance, during high season Dec-Mar.

Note: Due to the work in progress on RWY 19/01 extreme precaution and expect delay due to the closure of many taxiways.

VIRGIN ISLANDS**St Thomas/Cyril E King VI TSIT****Deficient [October 2004]**

NAVAIDS (1)	Final Approach Fix 200 feet below what is shown on the chart for runway 10.	
MET (1)	Windsock is situated on the Northern PAPI making is not easily visible.	