

DISCUSSION PAPER

IFALPA SOUTH AMERICA (SAM) REGIONAL MEETING

Review and Update of IFALPA Annex 29, Part 3

Presented by the Secretariat

1. INTRODUCTION

- 11 It is necessary to review the aerodrome/airspace status with respect to the South America region annually, in order to update the classification where changes have taken place. Attendees are reminded that, even if no changes have occurred, it is still necessary to review and update this information. In order to ensure that incorrect data is deleted from Annex 29, entries are removed after a period of two years if such an update has not been carried out.

2. DISCUSSION

- 2.1 The current IFALPA Annex 29 section for the South America regions is contained in the attachment to this discussion paper.
- 2.2 In order to expedite consideration of these aerodromes/airspace, it is suggested that attendees address those shortcomings in their particular region, seeking the views of attendees familiar with those aerodromes/airspace.
- 2.3 Attention should be given to letters received from Airport Authorities that have been sent out under a separate cover.

3. ACTION SUGGESTED

- 3.1 Recipients of this discussion paper are requested to review the Annex 29 South America Section in the light of their own experience and to make their recommendations known during discussions on this agenda item.

DISTRIBUTION

Executive Vice President SAM
Regional Vice Presidents SAM
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Subsection. This column denotes the ICAO heading under which the deficiency occurs, as follows:

- AGA
 - (1) Runways
 - (2) Approach Lighting
 - (3) VASIS/ PAPIS
 - (4) Runway Lighting
 - (5) Taxiways
 - (6) Parking Areas
 - (7) Markings
 - (8) Fire & Safety Equipment/Personnel Standards
 - (9) Primary Power Supply
 - (10) Standby Power Supply
 - (11) Snow Removal
- ATM
 - (1) Air Traffic Clearance
 - (2) Air Traffic Services
 - (3) Arrival and Departure Procedures (SIDs and STARs)
- SAR
 - (1) SAR Facilities
- COM
 - (1) VHF Tower
 - (2) VHF Approach
 - (3) VHF
 - (4) HF
 - (5) SELCAL
 - (6) ATIS (COM Aspects)
 - (7) AIM
 - (8) VOLMET
- NAVAIDS
 - (1) ILS
 - (2) VOR
 - (3) DME
 - (4) Radar (Primary and Secondary)
 - (5) NDB and LOC
 - (6) Other Aids
- MET
 - (1) Forecasts
 - (2) Briefing
 - (3) Observations
 - (4) SIGMET
 - (5) ATIS (Content)
 - (6) VOLMET (Content)

SECURITY

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)****DEFICIENT [Nov 2017]**

AGA (1) (As per Annex 14)	Extensive cracks in the runway	
AGA (1) (7) (As per Annex 14)	Runway markings are worn out and not too visible	
AGA (8)	Fire station egress road does not allow a quick exit of vehicles (90° vs. 45°)	
AGA (4) (As per Annex 14)	Deficient Illumination of holding point RWY 05 No Centreline Lights No Touch Down Zone Lights	
AGA (7) (As per Annex 14)	RWY 05 Touch Down Zone Centreline in poor condition due to rubber contamination. Non-Standard signal panels.	

Bogota/Eldorado (SKBO)**DEFICIENT [Nov 2017]**

AGA (1) (As per Annex 14)	Runway 13R RESA not prepared for heavy aircraft. Runway 13L Holding Point dimensions not for wide body aircraft.	
AGA (1) (As per Annex 14)	Runway 13L – 31R Runway surface not flush with the safety areas. Obstacles present in the landing strip and RESA. Inadequate grass cutting for both the landing strip and RESA.	
AGA (5) (As per Annex 14)	Taxiways have poor illumination.	
AGA (5) (7) (As per Annex 14)	Taxiway markings are poor and signs are not ICAO compliant	
AGA (6) (As per Annex 14)	Parking areas – FOD programme deficient. Poor markings	
AGA (8) (As per Annex 14)	Insufficient ARFF personnel for the airport capacity. There is no square crash map of the airport and vicinity in the control tower and the fire station.	
AGA (9) (10)	Significant power outages with secondary power supplies not working	
SECURITY	Many types of ID could lead to unauthorised personnel in restricted areas.	

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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Cali/Alfonso Bonilla Aragon (SKCL)**DEFICIENT [Nov 2017]**

AGA (1) (As per Annex 14)	Obstacles on Runway 01 strip. Runway 01 surface between 1,000 and 3,000 ft. is very uneven and causes hard jolts during take-off and landing. There is a concrete wall at the north perimeter of the runway. In case of a runway end excursion (Rwy 01), the aircraft would impact this wall. Similar to what already happened to an airplane landing on Rwy 19.	
AGA (1) (7) (As per Annex 14)	Runway markings are worn and difficult to see. Runway borders are dirty (pebbles and pieces of asphalt) grass remains high for long periods of time.	
AGA (5) (As per Annex 14)	Several taxiways are missing or have non-standard signage.	
AGA (8) (As per Annex 14)	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.	
ATM (1)	Tower/Approach English Proficiency is inadequate	
ATM (2)	AIM and Tower personnel don't know the airport Emergency Action Plan	
SAR (1) (As per Annex 12)	SAR personnel have not received training in the handling of HAZMAT	
SECURITY	Inadequate fencing East perimeter.	

Remarks: Visibility is often reduced due to heavy smoke in the area.**Cartagena/Rafael Nuñez (SKCG)****DEFICIENT [Nov 2017]**

ATM (2)	ATC controllers' English proficiency is deficient	
SAR (1) (As per Annex 12)	No SAR boat for offsite accident response	

Note: Heavy bird activity in the vicinity of the airport

ICAO Region/ANP: CAR/SAM

IFALPA Region: SAM/North

Subsection	IFALPA Deficiency	Action Required/Remarks
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CUCUTA/Camilo Daza (SKCC) CRITICALLY DEFICIENT BLACK [Mar 2018]

AGA (1) (As per Annex 14)	RWY 02-20 considerably uneven in some parts of the runway. Poor drainage capability in both runways. Presence of stones, FOD.	
AGA (4) (As per Annex 14)	Some Runway edge lights are missing, and some are covered by scrub.	
AGA (7) (As per Annex 14)	Non-standard Signal Panels	
AGA (8) (As per Annex 14)	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.	
ATM (2) (As per Annex 11)	No Radar, unwanted mix of VFR and IFR traffic 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) (As per Annex 3)	Unreliable meteorological information	,

Special Operating Measures:

AR 2018

1. Exercise extreme caution, airport operation critical at all times.
2. Beware unauthorized personnel crossing restricted areas (Strip)
3. Due to obstacles (high terrain) close to the airport, restrict circling to RWY's 34 – 16 - -2 operations to daylight VMC only.

Note: Intense bird activity

Pereira/Matecaña (SKPE)

DEFICIENT [Nov 2017]

AGA (1) (As per Annex 14)	Runway surface poor and not flush with the safety areas. No RESA	
AGA (8) (As per Annex 14)	No squared crash map of airport and vicinities in the control tower and the fire station. Insufficient ARFF personnel.	

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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**Rio Negro/Jose Maria Cordova
(SKRG)****CRITICALLY DEFICIENT
BLACK [Mar 2018]**

AGA (1) (As per Annex 14)	RWY 36 touchdown zone rough. Poor braking action, and uneven with a rough surface. RWY 18 strip not levelled RWY shoulders not flush with the surface in some areas. Poor runway markings	
AGA (5) (7) (As per Annex 14)	Taxiway markings are poor	
AGA (8) (As per Annex 14)	Inadequate exit for RFF vehicles. Inadequate manning for Category.	

Special Operating Measures:**AR 2018**

1. Due to topographical features non-precision approaches should only be flown in VMC daylight operations.
2. Surrounding terrain obstacles not lit.

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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**San Andres/ Gustavo Rojas Pinilla
(SKSP)****CRITICALLY DEFICIENT
BLACK [Mar 2018]**

AGA (1) (As per Annex 14)	RWY 06 RESA Available but not leveled. RWY safety zones need cleaning of weeds, rubbish, etc. No FOD program. Poor areas of pavement along RWY. Uneven RWY surface. Poor drainage. Large puddles after rain. RWY 24 REIL mounted on concrete obstacles.	Exercise extreme caution due to FOD. Runway requires resurfacing.
AGA (4) (As per Annex 14)	Runway edge lights are bi-directional and not omni-directional as recommended.	
AGA (8) (As per Annex 14)	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.	
SAR (1) (As per Annex 12)	SAR facilities are deficient Poor medical services on the island	
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 2018**

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

ICAO Region/ANP: CAR/SAM

IFALPA Region: SAM/North

Subsection	IFALPA Deficiency	Action Required/Remarks
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Santa Marta (SKSM)

CRITICALLY DEFICIENT BLACK [Mar 2018]

AGA (1) (As per Annex 14)	Rough, uneven runway surface which requires a RESA	
AGA (1)(7) (As per Annex 14)	Rwy should have runway remaining markers	
AGA (2) (As per Annex 14)	Rwy 01 App path obstacles unlit.	
ATM (2) (As per Annex 11)	Tower controllers' English proficiency deficient.	
SAR (1) (As per Annex 12)	No SAR boat for offsite accident response	
MET (1) (As per Annex 3)	Inaccurate wind indications due to the location of the anemometer.	Inaccurate wind indications could be due to the proximity of terrain)
MET (3) (As per Annex 3)	Unreliable wind information from the tower due to lack of maintenance	

Remarks: Airport recently become available for International Operations

Special Operating Measures:

AR 2018

Operators need to exercise extreme caution when operating here with inaccurate wind indications and a short runway with no RESA.

Colombia FIRs

DEFICIENT [Nov 2017]

NAVAIDS (2)	Infrastructure is not enough for – NE – E – SE – W Regions	
NAVAIDS (4)	No surveillance in the Western part of Colombia. Airspace controlled by Panama and Ecuador	
ATM (2) (As per Annex 2 & Annex 11)	Lack of personnel. Unwanted mix between VFR and IFR due to Class D airspace classification in most TMA's. Update in airspace classification required. Lack of English proficiency in ATC functions. English language training required.	

ICAO Region/ANP: CAR/SAM

IFALPA Region: SAM/North

Subsection	IFALPA Deficiency	Action Required/Remarks
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PERU

SIPLAP

Pisco/Aeropuerto Capitán FAP Renan Elias Olivera (SPSO) DEFICIENT [Nov 2017]

AGA (5)(7) (As per Annex 14)	Taxiway markings are insufficient	
ATM (2) (As per Annex 11)	The ATC tower is blocked by the main terminal building in the south, south-west and west quadrants.	
NAVAIDS (1)	ILS Runway 22 is out of service.	

VENEZUELA

Maiquetia/Simon Bolivar (SVMI)

DEFICIENT [Nov 2017]

AGA (1) (5) (7) (As per Annex 14)	Runway and Taxiway surfaces and signs poor, Apron surface and markings.	Repave, refurbish and repaint as necessary
ATM (1) (As per Annex 11)	Deficient ATM	Controllers require additional training to facilitate high density traffic.
ATM (2) (As per Annex 11)	Standard Phraseology is not used in either English or Spanish making situational awareness very difficult	This is because the language spoken is a local language. Standard phraseology in English is recommended for this airport.
NAVAIDS (1)	ILS Localizer unstable	

Remarks: Extreme caution, high speed approaches.
Caution high terrain to the south of the airport

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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Maracaibo/La Chinita (SVMC) CRITICALLY DEFICIENT BLACK [Mar 2018]

AGA (1) (5) (As per Annex 14)	No Runway or Taxiway signage	
AGA (3)	No VASIS RWY 20	
AGA (8) (As per Annex 14)	Fire equipment inadequate.	
NAVAIDS (4)	Poor standard of radar control.	Primary only – no secondary
COM (1) & (2)	Poor English phraseology.	English language training required.
MET (1-6) (As per Annex 3)	All weather information inadequate.	
ATM (3) (As per Annex 4)	No published SIDs and STARs	

Special Operating Measures:

Night operations are critical due to poor illumination.

AR 2018

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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ARGENTINA**APLA****Argentina – General**

Air traffic flow management (ATFM) almost non existent

Baires control frequency is usually collapsed and often interfered by commercial broadcastings

Ezeiza south control coverage is too extensive and uses just a single freq.

No SID or STAR procedures adequate for modern aviation airspace.

Frequency 121.5 usually has interference or is noisy.

Increased laser beam activity in terminal areas

The use of an alternate procedure instead of using main frequency is strongly suggested for inflight flight planning communications.

The northern part of Cordoba north control is not properly covered.

Resistencia CTL. Frequency shows interference in the north-east sector

Non radar control coverage in most of the Argentina airspace

Effective weather radar coverage is requested on main terminal areas.

ICAO Region/ANP: CAR/SAM

IFALPA Region: SAM/South

Subsection	IFALPA Deficiency	Action Required/Remarks
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Buenos Aires/Aeroparque J. Newbery (SABE)

DEFICIENT [Nov 2017]

<p>AGA (1) (4) (7) (As per Annex 14)</p>	<p>EMAS not installed, strongly recommended for both runways, mainly RWY 13. Rubber contamination in both runways touch down zones No Runway center lights/no touchdown zone lights Runway markings not visible enough</p>	
<p>AGA (5) (7) (As per Annex 14)</p>	<p>Taxiway 4 does not have a holding position painted mark. Taxiway 2 is too narrow for aircraft A320/738 or larger, this type of planes remain inside the narrow or Runway safety margins when main taxiway is occupied. Taxiway markings are not visible under rainy conditions. Taxiways E and C have a stop sign painted on the ground when exiting the apron confusing for pilots Taxiway 1 and 5 have the holding position light system inoperative.</p>	
<p>AGA (6) (As per Annex 14)</p>	<p>Terminal lights are too strong and causes dazzling to pilots entering the apron. Overcrowded Apron.</p>	
<p>ATM (1) (2) (3)</p>	<p>Helicopters in and out of heliport area have been reported to fly too close to departing or landing aircraft at AEP airport. FOD programme Deficient Ground vehicles usually exceed speed limits.</p>	
<p>SAR (As per Annex 12)</p>	<p>Slow and deficient SAR response for offsite accidents or incidents.</p>	
<p>COM (1) ATM (2)</p>	<p>Runway crossings are authorized by Ground control when they should be done on Tower frequency. Clearance is delivered on a very busy tower frequency.</p>	

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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Buenos Aires/Aeroparque J. Newbery (SABE) continued**DEFICIENT [Nov 2017]**

NAV (1) (4) (6)	Lack of Radar Surveillance on Argentina's busiest Airport. No LLWAS installed GPS/RNP/RNAV approach to RWY 31 with high MDA/DA, GBAS installation recommended.	
MET (5)	ATIS is often in Spanish and out dated.	Installation of D-ATIS is suggested

Remarks:

With traffic constantly increasing we strongly suggest reviewing all the items described above. Several reports suggest the implementation of a better safety culture for personnel working at the apron.

Buenos Aires/Ezeiza Ministro Pistarini (SAEZ)**DEFICIENT [Nov 2017]**

AGA (1) (5) (As per Annex 14)	Lack of a parallel taxiway on Runway 35 (significant delays are expected when this RWY is active.)	This practice should stop.
AGA (5) (As per Annex 14)	No taxiway edge lights on taxiway H Taxiway F surface very uneven Taxiway center markings without taxiway center lights are hardly visible at night in raining conditions.	
AGA (6)	Gate ID at pilot's level are missing at parking positions and guiding lines are usually not visible during night, wet pavement or low visibility conditions CCTV screening the apron area is strongly suggested due to the lack of vision from the control tower.	Gate number ID necessary, installation of Electronic Guide in Systems is suggested.
ATM (3) (As per Annex 11)	SID and STAR procedures unsuitable for modern aviation airspace. No approach procedure to runway 17 Non ILS procedure for runway 29	
COM (1)	Tower and approach frequencies are sometimes subjected to radio interference by commercial broadcastings.	
COM (7)	Low Visibility chart (SMGCS) and procedures are outdated and need to be improved.	
SECURITY	East perimeter fence parallel to taxiway h should be improved.	

Remarks

The installation of a parallel taxiway to Rwy 35 would improve safety and efficiency.

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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Aeropuerto Corrientes (SARC)**DEFICIENT [Nov 2017]**

AGA (6) (As per Annex 14)	Apron too small for commercial airplanes such as 738/A320	
NAVAIDS (1) (2) (5)	VOR/ILS/NDB out of service since 2015.	
NAVAIDS (6)	Pilots rely in their autonomous NAV system to approach during night.	

Cordoba/Ing. Aer. A.L.V. Taravella (SACO)**DEFICIENT [Nov 2017]**

AGA (1) (As per Annex 14)	Poor drainage capability on both runways	
AGA (1) (3)	PAPI RWY 36 too difficult to see on sunny days No PAPI/VASI system on RWY 18	
AGA (10) (3) (7) (As per Annex 14)	Runways 36/05 holding point has no light stop-bars these is strongly recommended at this hot spot.	On this spot there's a possible confusion about take-off RWYs due to the lack of consistent threshold identification
AGA (1) (7) (As per Annex 14)	Rough, uneven and extensive cracks on RWY 18/36 Rwy 18/36 markings are worn and difficult to see	
AGA (5) (As per Annex 14)	Parallel taxiway to runway 18 strongly recommended (will avoid back track and reduce delays). Rough, uneven and extensive cracks on taxiways A/B/C.	
ATM (2)	NOTAMs outdated and confusing.	
MET (5)	ATIS mostly unserviceable	D-ATIS needs to be installed

Remarks: Intense bird activity

Cordoba is generally used as an alternate airport when Ezeiza or Aeroparque are affected by weather or other sort of inconvenience.

Planned to become CAT III soon.

ICAO Region/ANP: CAR/SAM

IFALPA Region: SAM/South

Subsection	IFALPA Deficiency	Action Required/Remarks
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Mendoza/El Plumerillo (SAME)

DEFICIENT [Nov 2017]

In most FIRs, En-route and approach aeronautical communications are often subjected to radio interference by commercial Broadcasting, some of them are not authorized frequencies. Aviation authorities are acting through Communications Authorities to detect and avoid this issue

AGA (1) (4) (As per Annex 14)	RCL, Stopbars and runway guard lights at holding points and taxiway intersections need to be installed	This will improve safety for operations at night and in low visibility conditions.
AGA (5) (6) (As per Annex 14)	Taxiway & Apron markings need to be improved, not able to be seen at night, low visibility and/or wet floor	
NAVAIDS (4)	Effective radar vectoring required	

Remarks:

Mendoza is generally used as an alternate aerodrome when International operations are conducted in Buenos Aires Ezeiza and Santiago de Chile. Bird and wildlife control needs to be improved

Aeropuerto Internacional Comodoro Rivadavia (SAVC)

DEFICIENT [Nov 2017]

AGA (1) (2) (4) (As per Annex 14)	Runway surface deteriorated Absence of approach lighting system. Very weak RWY lights.	
AGA (1) (3) (4) (As per Annex 14)	Absence of a precision approach path lighting system (PAPI or VASI)	
ATM (3)	Outdated SIDs and STARs No instrument approach chart for RWY 07	
MET (1)	No LLWAS system installed (strongly recommended)	

Remarks:

SAVC is used as an alternate airport for almost all the Patagonia region flights

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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Aeropuerto Internacional Neuquen (SAZN)**DEFICIENT [Nov 2017]**

AGA (1) (As per Annex 14)	Tree obstacles on runway 27 edge	
AGA (5) (As per Annex 14)	Taxiways have no standard signs.	
ATM (2) (As per Annex 11)	Controllers' English proficiency should be improved.	
NAVAIDS (1) (3)	ILS/DME out of service since 2015	

Aeropuerto Internacional de Rosario (SAAR)**DEFICIENT [Nov 2017]**

AGA (1) (4) (7) (As per Annex 14)	Runway surface deteriorated Runway markings are worn or difficult to see Runway borders are dirty Runway lights are very weak Poor drainage capability on both runways.	
AGA (5) (As per Annex 14)	Taxiway surface uneven and deteriorated Poor drainage capability on taxiways.	
AGA (6) (As per Annex 14)	Commercial apron surface deteriorated	
ATM (2) (As per Annex 11)	Significant delays when 3 or more commercial airplanes operate simultaneously. Tower English proficiency should be improved.	
MET (5)	ATIS unserviceable	

Remarks

Intense Bird Activity.

Primarily used as a close alternate for the Buenos Aires region main airports. Also used as an instrument training field for aviation schools. We suggest to adequate timing between commercial and training operations to increase safety

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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Aeropuerto Internacional de Salta (SASA)**DEFICIENT [Nov 2017]**

AGA (1) (As per Annex 14)	Runway 02-20 surface uneven Runway 06/24 deteriorated	
AGA (5) (As per Annex 14)	Only 1 taxiway connecting apron with active runway 02-20 (significant delays when 2 or more aircraft are approaching or waiting for take-off)	
AGA (6) (As per Annex 14)	Apron too small for A320 – B738 operations.	
ATM (2) (As per Annex 11)	Tower English proficiency should be improved. SALTA Approach CTL also handles JUJUY airport traffics and generates some confusion with pilots operating on both airports	

Aeropuerto de San Juan (SANU)**DEFICIENT [Nov 2017]**

AGA (1) (3) (4) (As per Annex 14)	Runway uneven Runway markings are blurred Runway lights are very weak	
AGA (5) (As per Annex 14)	Taxiways lights are very weak. Taxiway markings are confusing.	
AGA (6)	Apron parking areas are sometimes complicated to park when operating airplanes such as A320/B738.	
MET (1)	No LLWAS system installed (strongly recommended)	

Aeropuerto de la Rioja (SANL)**DEFICIENT [Nov 2017]**

AGA (3) (As per Annex 14)	No VASI-PAPI installed	
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ICAO Region/ANP: CAR/SAM

IFALPA Region: SAM/South

Subsection	IFALPA Deficiency	Action Required/Remarks
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Aeropuerto de Parana (SAAP) DEFICIENT [Nov 2017]

AGA (1) (3) (7) (As per Annex 14)	Irregular RWY surface Deficient RWY markings No VASI-PAPI installed	
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Aeropuerto de Santa Rosa (SAZR) DEFICIENT [Nov 2017]

AGA (1) (3) (4) (As per Annex 14)	Poor intensity RWY lights No VASI-PAPI installed	
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Aeropuerto de Posadas (SARP) DEFICIENT [Nov 2017]

AGA (1) (3) (As per Annex 14)	Irregular RWY surface No VASI-PAPI on RWY 01	
AGA (6)	Deficient water drainage on Apron	
COM (1)	Radio interference on TWR frequency.	

Aeropuerto de Santa Fe (SAAV) DEFICIENT [Nov 2017]

AGA (1) (3) (4) (As per Annex 14)	Poor intensity RWY lights No VASI-PAPI installed	
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Aeropuerto de Viedma (SAVV) DEFICIENT [Nov 2017]

NAVAIDS (2) (3)	DME required on VOR	
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Aeropuerto de San Luis (SAOU) DEFICIENT [Nov 2017]

AGA (1) (3) (As per Annex 14)	No instrument approach procedure for RWY 19 No VASI-PAPI RWY 19	
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Aeropuerto de Esquel (SAVE) DEFICIENT [Nov 2017]

MET (1)	Low level windshear transmitter required	
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ICAO Region/ANP: CAR/SAM

IFALPA Region: SAM/South

Subsection	IFALPA Deficiency	Action Required/Remarks
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Aeropuerto de Rio Gallegos (SAWG) DEFICIENT [Nov 2017]

AGA (1) (3) (As per Annex 14)	No VASI-PAPI RWY 07	
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Aeropuerto Santiago del Estero (SANE) DEFICIENT [Nov 2017]

AGA (1) (3) (As per Annex 14)	No VASI-PAPI installed	
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Resistencia (SARE) DEFICIENT [Nov 2017]

AGA (1) (4) (As per Annex 14)	Stopbars and runway guard lights at holding points and taxiway intersections need to be installed	This will improve safety for operations at night and in low visibility conditions.
AGA (5) (6) (As per Annex 14)	Taxiway & Apron markings need to be improved, not able to be seen at night, low visibility and/or wet floor	
MET (5)	ATIS unserviceable	

Remarks. Bird and wildlife control needs to be improved. Resistencia is generally used as an alternate aerodrome when International operations are conducted in Cordoba and Buenos Aires.

Bariloche/San Carlos de Bariloche (SAZS) DEFICIENT [Nov 2017]

MET (1)	Not enough LLWAS sensor around airport No SNOWTAM reports	
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Remarks. Bird and wildlife control needs to be improved. Bariloche is a winter destination and has international traffic during that season

ICAO Region/ANP: CAR/SAM

IFALPA Region: SAM/South

Subsection	IFALPA Deficiency	Action Required/Remarks
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Ezeiza FIR

DEFICIENT [Nov 2017]

ATM (2)	Air Traffic Flow Management (ATFM) not correctly managed, or non-existent	
COM (7)	Implement the appropriate procedures to permit the filing of FPLN from the airline operation centre through the AFTN system to avoid it to be filed in person at the AIS Office. This will reduce the possibility of error in the FPLN reception at the Ezeiza ACC.	

Mendoza FIR

DEFICIENT [Nov 2017]

ATM (2)	Restrictions on Radar Control services provided. Air Traffic Flow Management (ATFM) not correctly managed, or non-existent	NOTAMed
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Comodoro Rivadavia FIR

DEFICIENT [Nov 2017]

COM (1)	Coordination problems between sectors and centers are associated with communication failures (deficient coaxial cable network)	
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Remarks:

In most FIRs, enroute and approach aeronautical communications are often subjected to radio interference by commercial Broadcastings, some of them are not authorized frequencies. Aviation authorities are acting through Communications Authorities to detect and avoid this issue.

ICAO Region/ANP: CAR/SAM

IFALPA Region: SAM/South

Subsection	IFALPA Deficiency	Action Required/Remarks
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Ushuaia/ Malvinas Argentinas (SAWH)

DEFICIENT [Nov 2017]

AGA (1) (As per Annex 14)	Runway surface uneven	
AGA (5) (7) (As per Annex 14)	Taxiway markings are difficult to see in adverse weather conditions	
ATM (2)	Light aircraft traffic and helicopters from Puerto Williams (SCGZ) to Punta Arenas (SCCI) always cross the airport from the SE to the NW, obligating aircrafts to hold over USH VOR. In winter or with icing conditions this is not acceptable. Magnetic variation (MAGVAR) not updated.	
MET(1)	Not enough LLWAS sensor around airport. Windshear is very common in winter and mainly associated with northern winds.	
NAVAIDS (3)	No DME on VOR.	

Remarks:

Bird and wildlife control needs to be improved.

ICAO Region/ANP: CAR/SAM

IFALPA Region: SAM/South

Subsection	IFALPA Deficiency	Action Required/Remarks
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BRAZIL

SNA

Belem/Val de Cans (SBBE)

DEFICIENT [Nov 2018]

AGA (1)	All Runways slippery when wet	Landing and take-offs are not recommended when there is moderate and heavy rain. It is recommended to consider the runway “slippery when wet” for performance calculations, even in light rain.
AGA (1) ATM (2)	Risk of Runway Incursion and Collision on the Intersection Point Between RWY 06/24 and 02/20 (mixed operations, light aircraft usually use 02/20).	
AGA (1) (5) (As per Annex 14)	Aircraft landing on runway 06 need to back track on the runway and vacate via runway 02/20. 180° turn must be executed at the turning areas. There is no taxiway access to the threshold of runway 24.	An adequate taxiway is required to give access to the threshold of runway 24. Approach control increases the separation for inbound traffic in order for the landing aircraft to back track.
AGA (5) (As per Annex 14)	Taxiways rough and uneven, deteriorates frequently with water accumulation after heavy rain.	
AGA (6)	Visual Docking System unreliable, especially Positions 01 and 06.	
ATM (2) (As per Annex 11)	Light aircraft operating in the terminal area without radio contact.	
ATM (3)	Black hole effect on approach all Runways	PAPI installed for runways 06 and 02.

Remarks: Caution bird concentration on the approach to all runways. Wildlife crossing on all runways.

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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Brasilia/Juscelino Kubitschek (SBBR)**DEFICIENT [Nov 2018]**

AGA (1)	Runway 11/29R slippery when wet	It is recommended to consider the runway “slippery when wet” for performance calculations.
AGA (3) COM (7) (As per Annex 4 & 14)	PAPI 29L depicted on Jeppesen Chart on the Left, however, it is physically located on the Right side.	

Remarks: Caution bird concentration on the approach to all runways. A private group is now controlling the operations at the airport and significant infrastructure improvements have been made. Two different Holding Points for RWY 29R, one when operating CAT I, the other for NPA approaches.

RESA construction scheduled to start December 2017 on RWY 29L and RWY 29R.

Campinas/Viracopos (SBKP)**DEFICIENT [Nov 2018]**

AGA (5)(6) (As per Annex 14)	Small apron area for commercial/regional/general aviation aircraft. (Apron 1 and 2) Parallel taxiways are close to each other, requiring extra attention taxing into the apron.	Aircraft exiting the apron must be towed to a designated area to start the engines and begin the taxi. This deficiency does not apply to the cargo apron and new terminal.
ATM (1)	Aircraft cleared to SBKP via UZ10 have to observe the activation of restricted areas from Monday to Friday at 15:30UTC to 20:00UTC.	The clearance from the beginning of the flight doesn't guarantee that UZ10 can be used as filed. A new route will be assigned and fuel planning can be affected
ATM (2)	VFR Traffic near the airport not in contact with the approach control.	New VFR corridors were designed to protect VFR traffic from IFR traffic approaching São Paulo's terminal.

Remarks:

1. Caution bird concentration on the approach to Runway 15/33.
2. With the opening of the new international terminal, the foreign incoming traffic is being held more safely and comfortably by the airport operator.
3. Private Administrator has given up its commitment in managing the Airport.
4. Due to Operational Requirements it is necessary to execute STAR and SID in Sao Paulo Terminal Area, the RNAV 5 Routes, leaving or arriving from SBKP, will be reserved exclusively to Aircraft Certified for RNAV1 or RNP1 operations.
5. Black Hole RWY 15 and RWY 33 Approach.

ICAO Region/ANP: CAR/SAM

IFALPA Region: SAM/South

Subsection	IFALPA Deficiency	Action Required/Remarks
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Curitiba/Afonso Pena (SBCT)

DEFICIENT [Nov 2018]

AGA (1) (As per Annex 14)	Runway 11/29 surface very rough and uneven. Slippery when wet. Runway 15/33 slippery when wet.	ATC uses runway 15/33 as the main runway. Some works have been done to improve the runway (15/33) coefficient of friction but many pilots still report it is slippery.
AGA (5) (As per Annex 14)	Aircraft departing from runway 15 need to back track the runway. There is no taxiway access to the threshold of runway 15. Taxiways are not adequate for large aircraft operations, especially accessing or passing by the cargo apron.	An adequate taxiway is required to give access to the threshold of runway 15.

Remarks:

1. With the opening of the new terminal, the incoming traffic is being held more safely and comfortably by the airport operator.

Florianopolis/Hercilio Luz (SBFL)

DEFICIENT [Nov 2018]

AGA (5) (As per Annex 14)	Aircraft departing from runway 32 need to back track the runway. There is no taxiway access to the threshold of runway 32.	A taxiway is required from the main apron to the threshold of runway 32.
MET (3)	Due to the topography, aircraft can encounter tail wind or WS at both thresholds and moderate turbulence during the approach.	ATC request Pilot Reports in order to inform the other aircraft.

Remarks:

1. Airport not reliable as an alternate due to Apron capacity.
2. Caution high bird concentration.

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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Fortaleza/Pinto Martins (SBFZ)**DEFICIENT [Nov 2018]**

AGA (1) (As per Annex 14)	Runway reported to be slippery when wet.	Even though the airport operator receives many pilot reports of runway being slippery when wet, no NOTAM has been published. It is recommended to consider the runway "slippery when wet" for performance calculations.
AGA (2)(3) (As per Annex 14)	There are no approach lights or VASIS installed for runway 31.	Approach lights or VASIS required.
AGA (5)	Taxi restrictions apply for aircraft with wingspan of more than 36m.	Check the NOTAMs for all the restrictions.
NAVAIDS	No precision approach for runway 31.	Use non precision approaches for runway 31.

Remarks: Caution bird concentration on the approach to Runway 13.

Possibility of strong winds on Approach. Risk of CFIT (high terrain). Green Laser Beam on Final Approach.

Foz Do Iguacu/Cataratas (SBFI)**DEFICIENT [Nov 2018]**

AGA (1) (5) (As per Annex 14)	Back track required to both Thresholds. Taxiway required from Main Apron to Threshold 14 and Threshold 32.	
ATM (2)	Presence of unreported traffic by ATC on Airport Vicinity.	
ATM (3)	"Black hole" effect on approach to all Runways	PAPI installed at both runways but not calibrated for displaced threshold.

Remarks: Caution bird concentration in the vicinity of the aerodrome.

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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Manaus/Eduardo Gomes (SBEG)**DEFICIENT [Nov 2018]**

AGA (6)	Most of the Parking Spots are under maintenance and therefore not available for Parking.	
ATM (3)	“Black hole” effect on approach to all Runways	PAPI installed at runways 11 and 29.
NAVAIDS (1)	ILS RWY 11 Unserviceable (NOTAMed) ILS Glidepath does not match the VASIS angle.	Needs recalibrating.
MET (3)	Thunderstorms frequently occur, especially on hot afternoons	

Remarks: Caution bird concentration in the vicinity of the aerodrome. Wildlife crossing Runway 11/29.

Porto Alegre/Salgado Filho (SBPA)**DEFICIENT [Nov 2018]**

AGA (1) (As per Annex 14)	Runway reported by pilots to be slippery when wet. Taxiway reported by pilots to be very rough and uneven, with bad patches.	Even though the airport operator receives many pilot reports of runway being slippery when wet, no NOTAMs have been published. It is recommended to consider the runway “slippery when wet” for performance calculations.
AGA (5)	Taxiway D limited up to 26 metres Wingspan	
ATM (2)	It is possible to confuse an avenue situated outside the airport but adjacent to RWY 11 (0.5nm right of the runway).	
ATM (3)	SBCO Military Airbase may be on pilot’s visual contact prior to SBPA, especially approaching to land on runway 29. That can lead to miss identification of SBPA runway 29.	Recommend follow the STAR and the approach procedure until established on the final approach segment.

Remarks: Caution bird concentration in the vicinity of the aerodrome.

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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Recife/Gilberto Freyre (SBRF)**DEFICIENT [Nov 2018]**

AGA (1) (As per Annex 14)	Slippery runway. Taxiway M reported by pilots to be very rough and uneven, with bad patches on the waiting location of the runway 18.	First 1/3 of runway 18 slippery due to rubber of aircraft tires and presence of bumps. It is recommended to consider the runway “slippery when wet” for performance calculations.
AGA (1) (7) (As per Annex 14)	Absence of runway centerline in the first 1/3 of the runway.	It is recommended that a centerline is painted on the runway full length.

Remarks:

1. Lack of sockets for portable air conditioning coupling for ATR aircrafts.

Rio de Janeiro/ Galeão International Airport (SBGL)**DEFICIENT [Nov 2018]**

AGA (1)	RWY 10 Slippery when wet.	
AGA (6)(7) (As per Annex 14)	Confusing parking spots signs. They are not aligned with the yellow lines, causing confusion when aligning the aircraft to parking area.	The signs need to be relocated, aligning them with the apron taxi lines.
ATM (3) (As per Annex 4)	Go around procedures for runway 15 have numerous altitude restrictions that can cause confusion and develop a hazardous situation to the arriving traffic to Santos Dumont Airport.	The missed approach procedures, as well as the restrictions of these procedures, should clearer on the approach charts.
ATM (3) (As per Annex 4 and 11)	SIDs, STARs and IAL charts have the same name for different runway. Charting, altitude restrictions in the “Go-around” not clearly defined.	The name of the SIDs, STARs and IAL should be changed in order to be specific for each runway.
ATM (1)(3) (As per Annex 4 and 11)	Design of the STARs, coming in to land on runway 15, from the north sector and/or ATC requests of speed reductions can develop a very high and non-stabilized approach.	IFALPA’s regional representatives are working with the authorities in order to redesign the SIDs and STARs.

Remarks:

1. Caution on “Go around” procedure 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. Caution big bird concentration on the vicinity of the aerodrome and approach to Runway 10 and Runway 15.

ICAO Region/ANP: CAR/SAM

IFALPA Region: SAM/South

Subsection	IFALPA Deficiency	Action Required/Remarks
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- 3. Caution must be exercised due to hot air balloons in the TMA.
- 4. Risk of CFIT due to high terrain.
- 5. New radio frequency for Apron Control.

Salvador/ Deputado Luis Eduardo Magalhães (SBSV) DEFICIENT [Nov 2018]

AGA (1) (As per Annex 14)	Runway 10/28 is slippery when wet, reported by pilots. There is no NOTAM informing the slippery status.	It is recommended to consider the runway “slippery when wet” for performance calculations.
AGA (3) (As per Annex 14)	Airport without visual path indicator.	Recommend the installation of a visual path indicator for runway 28 threshold.
ATM(3)	Black hole effect on runway 28.	Recommend the installation of a visual path indicator for runway 28 threshold.
NAVAIDS (1)	Nonstandard glide path. Glide path angle as well as PAPI angle of 2.88 degrees.	

REMARKS: Bird hazard in the vicinity of the airport. VFR traffic for runway 17/35.

São Gonçalo do Amarante/Gov. Aluizio Alves (SBSG) DEFICIENT [Nov 2018]

AGA (3) (As per Annex 14)	Nonstandard MEHT (Minimum Eye High over the Threshold). Runway 30 - 47 ft. Runway 12 - 62 ft.	
AGA (5) (7) (As per Annex 14)	Deficient markings on taxiways F and E and close to holding point runway 12.	Recommend the painting of the correct taxiway marks.
ATM (3)	Black hole effect on runways 12/30.	Recommend to follow the visual path indicator for runways 12/30.

REMARKS:

Wildlife may cross the runway. Bird hazard in the vicinity of the airport.

Illusion of low approach due to wide runway (60m).

Intense Military Training due to nearby base (SBNT).

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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São Paulo/Guarulhos (SBGR)**DEFICIENT [Nov 2018]**

AGA (5) (As per Annex 14)	Taxiway centre lights with no bright control. Some segments are too bright.	The angle of the lights are being decreased in order to decrease the brightness to narrow body aircrafts.
AGA (6) (As per Annex 14)	Apron congested for the type of aircraft proposed. Delays can be expected at peak times due to traffic movement at the apron.	An Apron control should be implemented in the parking area. Wide body aircraft are using the new international terminal, more adequate to this type of aircraft.
ATM (1)	Aircraft cleared to SBGR via UZ10 have to observe the activation of restricted areas from Monday to Friday at 15:30UTC to 20:00UTC. The clearance from the beginning of the flight doesn't guarantee that UZ10 can be used as filed. A new route will be assigned and fuel planning can be affected.	Operators are using longer routes for fuel planning.
ATM (3) (As per Annex 4 & 11)	SIDs and STARs need more altitude and speed restrictions. Possibility of TCAS alerts due to the proximity of traffics departing and approaching São Paulo's terminal. Designs of the STARs do not account for aircraft performance. High possibility of non-stabilized approaches.	IFALPA's regional representatives are working with the authorities in order to redesign the SIDs and STARs.
ATM (3) (As per Annex 4 & 11)	STARs constraints don't provide an adequate altitude for an automatic interception of the Glide Slope, requiring intervention from the pilots and to execute an interception from above the GS.	Redesign the STARs providing adequate altitudes for correct interceptions of the GS.

Remarks:

1. Caution of the non-authorized free hot air balloons launch at São Paulo's terminal area.
2. Risk of Windshear. Risk of CFIT due to Serra Da Cantareira.
3. Caution possible Wake Turbulence when there are A380 operations.
4. When approaching RWY 27R do not confuse Taxiway B and A with Runway.
5. Bird Activity throughout the year.

ICAO Region/ANP: CAR/SAM

IFALPA Region: SAM/South

Subsection	IFALPA Deficiency	Action Required/Remarks
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BRAZIL AIRSPACE

IFALPA has been made aware of the launching of balloons across Brazil. This is a common practice in Brazil, originally used for cultural and religious festivals, the balloons are now used in competitions with many organised groups involved. The competitions have prizes which involve large amounts of money and have become very popular. These balloons can be from 2-60 metres long, and in competitions often 100+ metres. They weigh over 2 tons in weight and often carry upto 300 kg of fireworks. They operate all through the year but there is a higher incidence between April and July. There have been reports of balloons being seen at FL 240 and some reports where at FL370 more than 50 balloons were observed at various levels below and some higher. There are reports where one such balloon had landed on fire on the Apron of an airport and ground staff had to take significant actions to ensure it did not endanger the aircraft parked there. There have also been reports of these balloons operating very close the arrival and departure lanes of airports making operations very difficult to remain clear of the balloon and make a safe landing or departure.

There have also been reported incidents where balloons made contact with aircraft in the air and where, in more than one case, the pitots became obstructed which caused unreliable air speed, loss of both auto pilots and loss of auto thrust.

Recent events with DRONES in Sao Paulo airspace have halted all approach, takeoff and landing operations, causing aircrafts to divert to their alternates causing air traffic delays in the airspace.

Special Operating Measures:

AR 2018

The Brazilian Authorities have been requested to at least issue NOTAMS of this activity to inform operators of the possible existence of serious risks to the safety of international civil flights operating within Brazilian airspace.

It is also recommended that pilots operating in this airspace, as is the case in all operations, work closely with their company safety and operations departments to ensure that all crews have the most comprehensive information available regarding the potential hazards of operating in this area.

ICAO Region/ANP: CAR/SAM

IFALPA Region: SAM/South

Subsection	IFALPA Deficiency	Action Required/Remarks
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All Brazil FIRs

DEFICIENT [Nov 2018]

COM (3)(4)(5)	Brazil/Africa Routes have deficient VHF/HF and SELCAL coverage.	Use of satellite communication system, such as CPDLC, has been more efficient and increased safety.
ATM (2)	Due to traffic separation requirements in different sectors, radar vectors are expected en route, affecting the fuel planning.	It is recommended that there is development of a better traffic flow and any vector or delay should be done within the destination terminal area.
ATM (2) (As per Annex 11)	Communication is affected by the poor English spoken by some air traffic controllers.	Effective communications is essential for the operations.
ATM (2) (As per Annex 11)	Reduced staff. The same air traffic controller speaking at many different frequencies.	It is recommended that less aircrafts should be controlled by a single controller.

Notes: RVSM airspace accommodating non-RVSM traffic

PARAGUAY

Asuncion (SGAS)

DEFICIENT [Nov 2017]

ATM (1)	No standard ATC procedures particularly on departures. Separation issues - examples of landing aircraft with one already on the runway and one close behind.	
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ICAO Region/ANP: CAR/SAM

IFALPA Region: SAM/South

Subsection	IFALPA Deficiency	Action Required/Remarks
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URUGUAY

ACIPLA

Montevideo/Cesareo Berisio (SUMU)

DEFICIENT [Nov 2017]

AGA (1) (As per Annex 14)	Increased bird activity in the vicinity of the runways due to rubbish dump area. GPS approach only for Runway 01 and 06 Inadequate Runway markings	
ATM(1) (As per Annex 11)	Clearances given during taxiing No limit for authorization provided Inadequate Air Traffic Management Marshalls inadequately trained	Loss of situational awareness
ATM (2) (As per Annex 11)	No Ground Control	Congestion on Tower Frequency
ATM (3)	No use of SID's,	Work ongoing
COM (6)	No ATIS	Congestion on Tower Frequency
MET (3) (As per Annex 3)	Lack of RVR certification	
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. Some apron areas are not in view of the control tower.

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

Subsection	IFALPA Deficiency	Action Required/Remarks
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Punta del Este/Capitan C/C Curbelo (SULS)**DEFICIENT [Nov 2017]**

AGA (1) (As per Annex 14)	Bird activity in the vicinity of the runways. Runway edges are uneven with hidden hazards such as ditches.	
AGA (1) (As per Annex 14)	Backtrack required on Runway 08	
AGA (4) (7) (As per Annex 14)	No centre-line lighting Runway 08/26 and 01/19 Runway marking and lighting inadequate	
ATM (1) (As per Annex 11)	Clearances given during taxiing	Loss of situational awareness
ATM (2) (As per Annex 11)	No Ground Control	Congestion on Tower Frequency
ATM (3)	No SID's,	
COM (6)	No ATIS	Congestion on Tower Frequency
NAVAIDS (1)	No ILS	

Note: Airport really only suitable for VFR operations. Be aware of 10 min. separation between traffic departing Montevideo FIR when requesting start-up clearance, during high season Dec-Mar.

Angel Adami (Mellila) (SUAA)**DEFICIENT [Nov 2017]**

AGA (4) (6) & (7) (As per Annex 14)	No centre-line lighting Runway 01/19 Runway and Apron marking and lighting inadequate	
ATM (1) (As per Annex 11)	Clearances given during taxiing	Loss of situational awareness
ATM (2) (As per Annex 11)	No Ground Control	Congestion on Tower Frequency
ATM (3)	No SID's,	
COM (6)	No ATIS	Congestion on Tower Frequency
NAVAIDS (1)	No ILS	

Due to lack of personnel, airport operates until 19LT, after that time airport is classified as Class G airspace.

ICAO Region/ANP: CAR/SAM

IFALPA Region: SAM/South

Subsection	IFALPA Deficiency	Action Required/Remarks
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Santa Bernardina Int'l (SUDU)

DEFICIENT [Nov 2017]

AGA (4) (6) (As per Annex 14)	Runway and Apron marking and lighting inadequate. No centre-line lighting	
ATM (1) (As per Annex 11)	Clearances given during taxiing	Loss of situational awareness
ATM (2) (As per Annex 11)	No Ground Control	Congestion on Tower Frequency
ATM (3)	No SIDs,	
COM (6)	No ATIS	Congestion on Tower Frequency

Use of English poor, if no military activity then the airport is closed do not use as alternate. No PAPI

Uruguay General

DEFICIENT [Nov 2017]

- Most NAVAIDS are out of service (SURV, SUCA, SUAA, SUDU)
- No en route alternate for northbound departing flights.
- Most airports lack of qualified personnel.