

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE REGION SAM - Peru

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
AIS 128 C	Annex 15, Chapter 3, Paras. 3.1.5 and 3.1.6; Chapter 5, Paras. 5.1.1.1 and 5.1.1.3. Doc 8733 ANP Part VI, Chapter 4.	Peru	Timely distribution of the information through NOTAM.	25/04/96	GREPECAS. AIS/MAP Subgroup. Eliminated as per letter MTC/CORPAC GG985.2002 of 07/10/02.	Need of timely distribution of the information through NOTAM. The lack of required opportunity in the promulgation of operational aeronautical information through NOTAM, directly could affect the safety and regularity of flights. Timely distribution is strictly fulfilled since the implementation of the NOTAM databank in 1995. This databank was improved in the year 2000. NOTAM International Office will be created.	State	End 1996	U
AIS 122 C	Annex 15, Chapter 4, Para 4.2.9; Doc 8733 ANP, Part VI, Para. 3.2.	Peru	Lack of regular and effective updating of the AIP Document.	25/04/96	GREPECAS. AIS/MAP Subgroup. Eliminated as per letter MTC/CORPAC GG985.2002 of 07/10/02.	Need of having updated the aeronautical information and data contained in the AIP Document. Fulfilled with publication of new AIP.	State	1 October 2000	U
AIS 151 C	Annex 15, Para. 3.6.4.; Annex 4, Para. 2.18; Annex 11, Chapter 2; Annex 14, Chapter 2, Vol. I and II.	Peru	Lack of implementation of the WGS-84	01/01/98	GREPECAS AIS/MAP Subgroup. Survey to States. Eliminated as per letter MTC/CORPAC GG985.2002 of 07/10/02.	Need of implementing a WGS-84 Geodetic System. Lack of total compliance with the WGS-84 System requirements by the States is directly affecting the effective implementation of the GNSS Systems. Fulfilled with the publication of new AIP.	State	1 October 2000	U
AIS 143 C	Doc 8733 ANP, Part VI, Chapter 2, Para. 2.3.	Peru	Lack of highest priority for printing of AIS publications.	18/09/96	Records and files in SAM Regional Office. GREPECAS Reports. Eliminated as per letter MTC/CORPAC GG985.2002 of 07/10/02.	Need to provide a highest priority for printing of AIS publications. Fulfilled with the acquisition of a printer.	State	1 October 2000	U

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ATM

ATM	7 C	English proficiency in Air Traffic Services, CAR/SAM/3 Rec. 5/35	Peru	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.	Oct/1995	a) After the effective date of Amendment to Annex 1, which establishes that the English level required for ATC personnel, the States/Territories/International Organizations, should evaluate the personnel of their ATC units and further provide information regarding the deviation level required in the box "Remarks". b) In order to reach and maintain the English language level required, the States/Territories/International Organizations shall establish a permanent and continuous training plan of ATC units, which contemplates the follow-up of the improvements of personnel of ATC units and shall implement in the same, the ATS quality assurance programme. c) The States/Territories/International Organizations shall demand the personnel who works in ATC units, the English language knowledge to be required by ICAO Annex 1.	Through letter G.G. 985 . dated 7 October 2002, the Peruvian administration informed that they have continued with the programme established to reach the advanced English language level. All personnel will be evaluated on December 2002 to correct deficiencies. The personnel that reaches an advanced level will participate in permanent conversation workshops.	CAD Peru	Feb 2004	U
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ATM	22 C	Use of the aeronautical phraseology	Peru	In general, the use of aeronautical phraseology in Spanish and English does not meet the required levels and it is a relevant factor with regard to ATS incident	Sep/2000	Continuous training and supervision in the use of aeronautical phraseology is required.	Through letter G.G. 985 . Dated 07 October 2002 the administration informed that the Manual on Aeronautical phraseology is being revised with emphasis in Spanish phraseology. A random voice recording reviewing programme has been initiated, to help in identifying the misuse of aeronautical phraseology.	CAD Peru	May 2003	U
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CNS 29 C	Radio Navigation Service Plan. Table CNS 3. DME	Peru, San Juan	This DME is not implemented	05/1989	This DME, recommended en route navigation to support air routes G679 and UV1, should be associated with the San Juan VOR currently in operation	WAITING FOR THE ACTION PLAN FOR THE INSTALLATION OF DME	ICAO, Peru	2003	A
CNS 25 C	Radio Navigation Service Plan. Table CNS 3. ILS CAT II	Peru LIMA-CALLAO/Jorge Chavez	The current ILS sytem meets CAT I performance	05/1989	According to the Plan, the ILS requires Category II signal quality	Peru has indicated that a proposal for amendment would be presented to change the current Plan requirement to CAT I. However, the operational category of the airport to be recommended by the CAR/SAM/3 RAN meeting and other operational requirements would define the ILS category, which should be fixed to establish the implementation plans THE PROPOSAL HAS NOT YET BEEN FORMULETED	Peru	Aug 1999	B
CNS 28 C	Radio Navigation Service Plan. Table CNS 3. NDB	Peru, San Juan	This NDB is not implemented	05/1989	This facility was recommended for en route navigation to support air routes G679 and UV1. A VOR station is operating at the significant point	Peru has indicated that this facility should be no more needed since all routes should be realigned with the San Juan VOR. The ICAO Secretariat should coordinate with Peru in order to study the Peruvian plans THE PROPOSAL HAS NOT YET BEEN FORMULETED	Peru	TBD	B

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MET

MET	37C	Adequate number of MET trained staff	Peru	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists	22/06/96	To use CAR/SAM technical cooperation regional projects for the training in aeronautical meteorology	To make every effort to have the adequate number of aeronautical meteorologists. Lima Meteorology staff of MET Observers have been trained in accordance with WMO Class III and Class IV requirements. National training programmes are being carried out; likewise, a gradual increase in the number of specialized personnel is planned. (Tentative date of completion: 2005). They will make all efforts in order that MET personnel be trained through regional training projects, including maintenance of equipment, and they are coordinating with the SENAMHI for the use of WMO training projects on numerical forecasts.	Indicated State	TBD	A
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MET	46C	CAR/SAM ANP MET Requirements, Table AOP 1	Peru	All RVR have not been implemented	22/06/96		To ensure the implementation of all required RVR. RVR have been installed at Lima and Cusco (Completion date: 2001) On July 2002 the RVR was installed in Iquitos. The installation of RVR in Arequipa is foreseen for 2003. The installation of RVR in Chiclayo and Pisco is foreseen for 2004. The installation of RVR in Tacna is foreseen for 2005.	State	TBD	B
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