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PERÚ



Corporación Peruana de Aeropuertos y Aviación Comercial S.A.
ÁREA DE INFORMACIÓN AERONÁUTICA
Apartado 680 LIMA 100 – PERÚ

SUPLEMENTO AIP

08/19

JUL 23rd, 2019

08/19. ATS CONTINGENCY PLAN FOR LIMA FIR

Note.- This Supplement will enter in force on July 23rd, 2019 at 0000 UTC, cancelling the AIP Supplement 29/16 (12.08.2016).

1. AFFECTED FIR's

The following FIR's are directly affected by this ATS Contingency Plan:

- 1.1 Ecuador (FIR Guayaquil)
- 1.2 Colombia (FIR Bogotá)
- 1.3 Brazil (FIR Amazónica)
- 1.4 Bolivia (FIR La Paz)
- 1.5 Chile (FIR Antofagasta)

2. GENERALITIES

2.1. The objective of this Contingency Plan is to establish ATS procedures for the entrance/departure of international flights in the airspace of the LIMA FIR, in the event of a significant interruption or degradation of air traffic services, maintaining the traffic flow orderly and safe.

Two levels of ATS contingency are considered;

Moderate ATS contingency; It means that the degradation in air navigation services still allows the use of the ATS route network of Lima FIR. For this purpose, greater separation is applied between the aircraft entering the Lima FIR.

Severe ATS contingency; It means that the interruption and/or degradation in air navigation services does not allow the routine flow of international flights to be maintained in the ATS route network of Lima FIR. For this purpose, greater separation is applied between the aircraft entering the Lima FIR and the simplified route network is used (see Tables 1 and 2 attached).

This contingency plan for the FIR LIMA does not intend to establish procedures that cover all possible magnitudes of degradation in ATS services, because they can be innumerable.

2.2. The ATM Contingency Unit authorized by the General Directorate of Civil Aviation of Peru - DGAC, to activate and execute this Plan and the respective coordination arrangements are:

Name of Unit	Corporación Peruana de Aeropuertos y Aviación Comercial - CORPAC S.A.		
- Air Navigation Central Management	Phone	:	(511) 230 1340
	Mobile	:	(51) 944 844 350
	Fax	:	(511) 4141338
- Aeronautical Operations Management	Phone	:	(511) 230 1358
	Mobile	:	(51) 978 515 488
- LIMA ACC (Supervisor)	Phone	:	(511) 575 0886 (ACC Supervisor)
	REDDIG	:	6060
	email	:	acclima@corpac.gob.pe

2.3. The specific operational procedures for LIMA FIR, in case of contingency, will be activated by the Contingency Unit, through the publication of the specific NOTAM or any other means available. This NOTAM will specify the level of contingency (moderate or severe) that is taking place, as well as the corresponding mitigation measures.

2.4 Tables 1 and 2 of this Plan establish a simplified network of routes, entry / exit points and flight levels. The Supervisors of the ACCs involved may agree, according to the level of degradation of the services and facilities, the flexibility of the limitations imposed by these Tables.

2.5 In case of total interruption of the ATS services (moderate or severe) in LIMA FIR and / or when the contingency demands it, the Contingency Unit must coordinate with the DGAC - PERU the implementation of additional measures not contemplated in this document.

3. PROVISIONS APPLICABLE TO ADJACENTS ATS DEPENDENCIES:

3.1 The adjacent ACC must coordinate with the ACC Lima, through the ATS coordination circuits or other available means, at least 30 minutes in advance, the estimated hours on Lima FIR entry points. If this is not possible, section 6 of this Plan provides the applicable self-transfer procedures;

3.2 The adjacent ACC must transmit an estimated message (EST) to the first subsequent FIR to Lima FIR.

3.3 Moderate ATS Contingency

3.3.1 The adjacent ACC must authorize the entry of an aircraft into the Lima FIR, using, at least, a longitudinal separation of 10 minutes at the same transfer point, regardless of flight level.

Depending on the difference in speed, the flight time in the contingency section and the conditions and intensity of air traffic, the respective ACC Supervisors may, by mutual agreement, increase the minimum longitudinal separation to 15 minutes. When required, the Mach number technique (MNT) will be used.

In addition, in order to contribute to safety, the Lima Supervisors of the ACC may temporarily coordinate with the adjacent ACC specific measures or limitations for one or more airways or entry / exit points to the Lima FIR. If necessary, these specific limitations can be incorporated into NOTAM information.

3.3.2 If it is not possible to coordinate with the Lima ACC, the adjacent ACC must instruct pilots who fly over the Lima FIR to maintain the last level and speed accepted by the Lima ACC;

3.3.3 The adjacent ACC must instruct the aircraft in the sense of establishing communication with the adjacent ATS units at least 5 minutes before the scheduled time of entry into the Lima FIR;

3.3.4 During the effectiveness of the contingency, non-approved aircraft flights are not allowed in the RVSM airspace of Lima FIR, except for humanitarian flights.

3.4 Severe ATS Contingency

3.4.1 The same conditions and limitations as indicated in the preceding paragraphs 3.3.1, 3.3.2, 3.3.3 and 3.3.4 shall apply. Additionally, the simplified network of ATS routes indicated in Tables 1 and 2 here in will be used.

3.4.2 Considering the intensity of the ATS contingency in progress, the ACC Lima may tactically coordinate the transfer of aircraft leaving the Lima FIR at points different from those indicated in Tables 1 and 2, in case of the air traffic conditions allowed this change.

3.4.3 The Supervisors of the ACCs involved may, by mutual agreement, coordinate the entry of increasing the minimum longitudinal separation to 15 minutes. When required, the Mach number technique (MNT) will be used.

3.4.4 The adjacent ACC must ensure that aircraft entering the Lima FIR must be level, in accordance with the provisions of Tables 1 and 2 at the FIR transfer point, unless specific coordination between Supervisors of ACC has been carried out.

4. PROVISIONS APPLICABLE TO AIRCRAFT:

4.1 Only aircraft flights will be allowed under IFR flight rules.

4.2 Only RVSM approved aircraft may use flight levels between FL290 inclusive and FL410 inclusive, in accordance with the limitations of the Tables. Except for humanitarian flights that may be accommodated prior coordination.

4.3 Aircraft in route must communicate on the frequency of the corresponding sector of the ACC Lima and / or Radio Lima in HF (10024 kHz. (SELCAL) / 6649 kHz.) And, if necessary, use the air-to-air frequency 123.45 MHz, to coordinate with the other aircraft. The message must contain: identification of the aircraft, position, flight level and any other relevant information;

4.4 Ascent and descent maneuvers must be performed to the right of the route axis.

4.5 Aircraft must keep the navigation and anti-collision lights continuously switch it on during the Lima FIR overflying;

4.6 Aircraft must activate the transponder in code 2000 in case no other SSR code has been previously assigned;

4.7 Aircraft must be compulsorily equipped with operational ACAS / TCAS and have RNAV navigation capability with approval of navigation specification in accordance with the flown route.

5. SUSPENSION OF REPETITIVE FLIGHT PLANS (RPL).

During the contingency situation, the RPLs will be suspended.

6. SELF-TRANSFER PROCEDURES

6.1 When ATS units cannot carry out air traffic coordination due to failure in the Fixed Communications Service - AFTN, the following self-transfer procedures must be applied:

6.1.1 The original ACC shall:

- a) Inform the pilot of the unavailability of the Fixed Service with the accepting ACC; and
- b) Make available the necessary information and instructions for the pilot to get in touch with the accepting ACC

6.1.2 The pilot shall:

- a) Try to contact the accepting ACC, at the frequency of the corresponding sector or alternate HF 10024 kHz.(SELCAL) / 6649 kHz., At least 5 minutes in advance of the ETO at the transfer point;
- b) Inform the accepting ACC that it is carrying out a self-transfer; and
- c) Transmit the following information: Identification of the aircraft, origin, destination, route, flight level, transponder code, RVSM approval status, PBN approval status and estimated to the self-transfer fixed, as well as any other relevant information.

6.2 The ACCs should guide the pilots regarding compliance with these procedures.

7. APPLICABLE PROCEDURES WHEN CONTINGENCY OCCURS IN THE ADJACENT FIR

7.1 This Plan establishes a simplified network of routes, entry / exit points and flight levels to be applied by Lima ACC when the contingency occurs in adjacent FIRs, as established in the Operational Agreement Letters signed with each state.

7.2 The ACC supervisors involved may agree, according to the level of degradation of the services and facilities, the flexibility of the limitations imposed by these Tables.

TABLE 1

(See TABLE 2 for overflights)

**SIMPLIFIED NETWORK OF ROUTES IN CASE OF SEVERE ATS CONTINGENCY IN LIMA FIR
AIRCRAFT ORIGIN / DESTINATION INTERNATIONAL AIRPORTS OF PERU**

Note.-Considering the intensity of the ATS contingency in progress, Lima ACC may tactically coordinate the transfer of aircraft **leaving Lima FIR** at different points from those indicated in Tables 1 and 2 in case of the air traffic conditions allow it.

Adjacent ACC affected	Inbound/Outbound	Route (s)	Transfer Fix	Flight Level Inbound/Outbound LIMA FIR
Guayaquil	Inbound to LIMA FIR	UM 674	TOSES	ACCORDING TO ICAO HEADING CHART
	Outbound from LIMA FIR	UL 780	VAKUD	ACCORDING TO ICAO HEADING CHART
Bogotá	Inbound to LIMA FIR	UM414	ILMUX	FL340 FL320 FL300 FL280
	Outbound from LIMA FIR	UT228	PLG	FL350 FL330 FL290
Amazónico	Inbound to LIMA FIR	UL 306	ILNAM	ACCORDING TO ICAO HEADING CHART
	Outbound from LIMA FIR	UM 527	SIGOB	ACCORDING TO ICAO HEADING CHART
La Paz	Inbound to LIMA FIR	UM 793	KOMPA	ACCORDING TO ICAO HEADING CHART
	Outbound from LIMA FIR	UA 573	ORALO	ACCORDING TO ICAO HEADING CHART
Santiago	Inbound to LIMA FIR	UL 302	IREMI	ACCORDING TO ICAO HEADING CHART
	Outbound from LIMA FIR	UL 550	ALDAX	ACCORDING TO ICAO HEADING CHART

TABLE 2

**SIMPLIFIED NETWORK OF ROUTES IN CASE OF SEVERE ATS CONTINGENCY IN LIMA FIR
AIRCRAFT OVER FLYING LIMA FIR**

Note.- Considering the intensity of the ATS contingency in progress, Lima ACC may tactically coordinate the transfer of aircraft **leaving the Lima FIR** at different points from those indicated in Tables 1 and 2, in case of the air traffic conditions allow it.

Adjacent ACC affected	Route (s)	Transfer Fix	Flight Level Inbound/Outbound LIMA FIR	
			Even	Odd
Guayaquil & Santiago	UL 401	PABOB ESDIN	ACCORDING TO ICAO RUMB CHART	
Guayaquil & Santiago	Direct route between the two points	ANPAL (03°24'00"S/ 083°00'12 "W) SORTA (18°21'00"S/ 076°18'12" W)	ACCORDING TO ICAO HEADING CHART	
Bogotá Amazónico & La Paz	UN420 UL300 (ROLUS- IQT) UM776 (IQT-POSKA- ASOLA-RAXUN)	ROLUS LIMPO POSKA ASOLA RAXUN	Even	Odd
			FL380 FL360	FL390 FL370