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**PERU**

**AIP  
SUPPLEMENT**

**01/21  
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## **01/21 IMPLEMENTATION OF STRATEGIC DIRECT ROUTING (DCT) IN THE UPPER OCEAN AIRSPACE OF THE LIMA FIR**

### **1. PURPOSE**

- 1.1. The purpose of this AIP Supplement is to inform users of the upper airspace of the FIR Lima about the implementation of the ASBU element FRTO B0 / 1 - Direct Routing (DCT), based on the Sixth Edition of the Global Air Navigation Plan of the International Civil Aviation Organization (ICAO), in accordance with the procedures described below.

### **2. INTRODUCTION**

- 2.1. In the last 10 years, a complete restructuring of the ATS route network of the South American Region (SAM) has been carried out, which has contemplated the realignment and / or elimination of inefficient routes, as well as, the implementation of new routes, which resulted in a more direct and optimized fixed route structure.
- 2.2. In 2014, through the Reorganization of airspace and implementation of performance-based navigation program - PROESA / PBN, the ATS route network of the FIR LIMA was redesigned with the aim of improving the provision of the air traffic control service, facilitate the application of continuous ascent and descent techniques, and reduce fuel consumption and greenhouse gas emissions.
- 2.3. In the framework of the global health emergency, produced by COVID-19, the Peruvian State, as an initiative to support the reactivation of air operations, has designated a volume in the upper oceanic airspace of the FIR Lima (see Annex 1) for the application of DCT.
- 2.4. DCT application has been established to offer users additional options in the selection of more efficient trajectories / routes, and optimize flight planning and fuel consumption, through the presentation of flight plans (FPL) with direct routes between entry / exit points of the FIR Lima, as indicated in section 4.3.
- 2.5. Provisions must be made by each operator that files a FPL with DCT routes to guarantee the operational safety of the flight, as well as with strict compliance with the Peruvian regulations applicable to dangerous, prohibited and restricted areas published in the AIP PERU.
- 2.6. The implementation of DCT constitutes a natural evolution in the optimization of the use of airspace towards a concept of Airspace with Free Routes (Free Route Airspace - FRA), as foreseen by the National Air Navigation Plan of Peru (PNNA) - Volume III and the Global Air Navigation Plan (GANP).

### **3. REFERENCES**

- 3.1. The implementation of the DCT is contemplated in the following documents:
  - RAP 91 - Flight Rules and General Operation
  - World Air Navigation Plan - Sixth Edition

## 4. OPERATIONAL PROCEDURES

### 4.1. Application area

4.1.1. DCT is applied from flight level 250 in the area between the following waypoints (see Annex 1):

- |            |               |
|------------|---------------|
| a) OSAKI   | f) SCO VOR    |
| b) AMERO   | g) ALDAX      |
| c) ANPAL   | h) IREMI, and |
| d) TAL VOR | i) SORTA      |
| e) ATATU   |               |

*Note.* - Aircraft entering the FIR Lima via ARNEL will maintain airway UM542 until VOR TAL to avoid entering the prohibited zone SPP 78. If required, the pilot may consider the application of DCT in the FPL after crossing VOR TAL.

4.1.2. ATS surveillance systems and VHF communications in both directions are required for the application of DCT.

4.1.3. DCT will not be applied in case of partial or total ATS contingency.

### 4.2. Flight plans

4.2.1. The Table of Cruising Levels established in RAP 91 must be applied.

4.2.2. Every FPL whose route is based on the application of the DCT operation, must include a waypoint for entering or leaving the FIR Lima in accordance with the provisions of section 4.2.1.

4.2.3. The route entered in Item 15 of the flight plan form (FPL) must be defined by published waypoints or coordinates (LAT / LONG). If coordinates are used, the format of degrees and minutes will be used, for example: 1036S08044W. The distance between waypoints in the flight plan should not be greater than 200 nautical miles or 25 minutes of flight.

4.2.4. In order to facilitate the automated processes of the Lima ACC ATM system, that allow the application of DCT, air operators who plan to enter the FIR Lima by flying direct to a published entry point, must calculate and include in the Item 15 of the FPL a waypoint in the LAT / LONG format indicated in section 4.2.3, at a maximum distance of 40 NM before the limit of the Lima FIR. See Figure 1 below for reference.

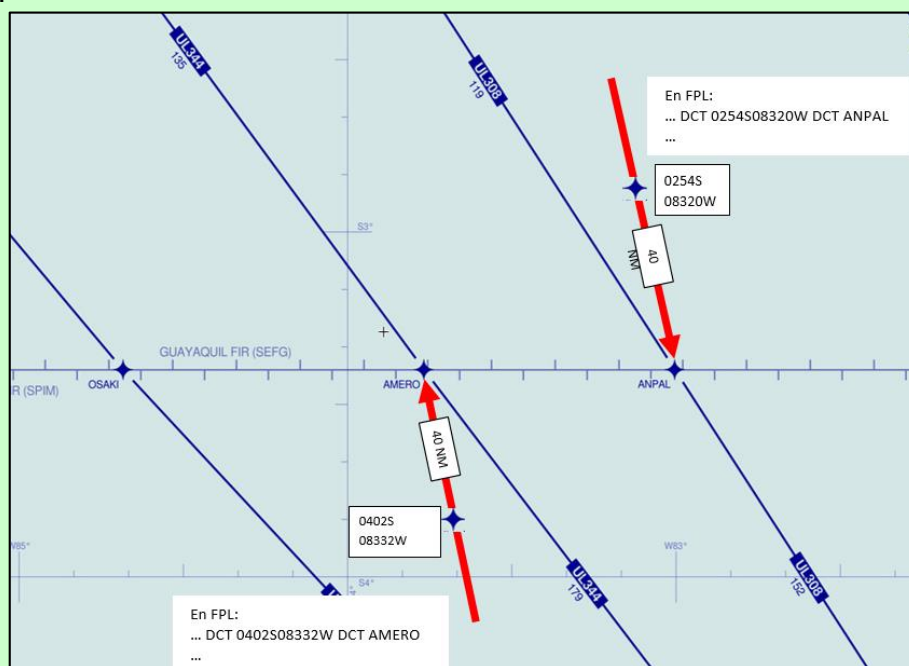


Figure 1

4.2.5. Departing flight plans from Jorge Chavez International Airport (SPJC) must follow the published SID until waypoints **BURVO** or **ITAVU**. See Figure 2.

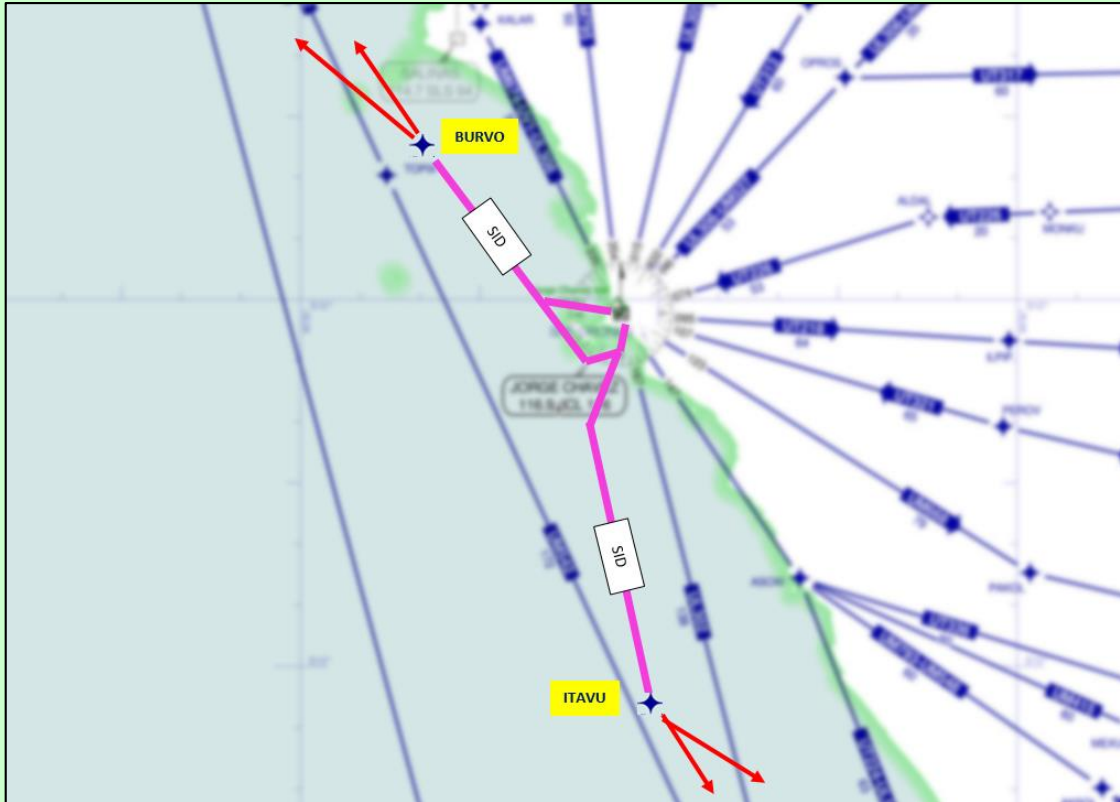


Figure 2

4.2.6. Arrival flight plans to Jorge Chavez International Airport (SPJC) must set the DCT route to waypoints **ATATU**, **SCO** or **ILMAR** and then continue the standard arrival route (STAR) published in the AIP Peru. See Figure 3.

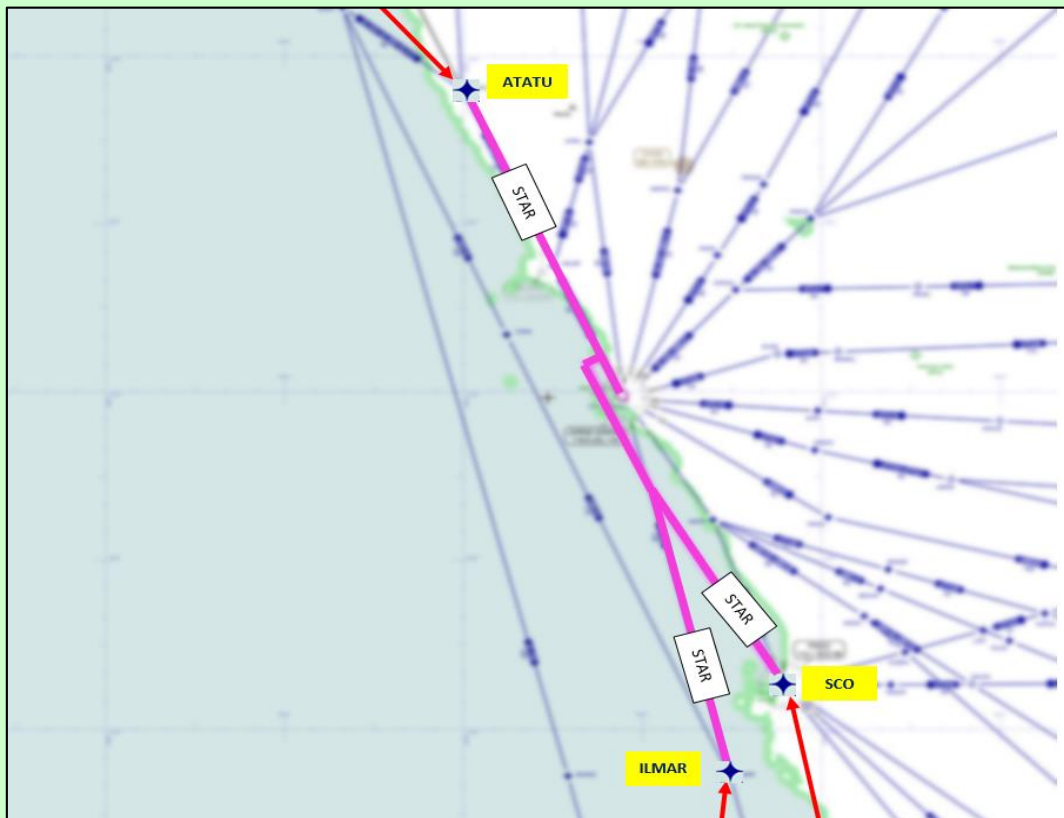


Figure 3

## 5. ADDITIONAL INFORMATION

### 5.1. Additional information can be obtained through the following contact:

Directorate General of Civil Aviation  
DSA, Directorate of Air Safety.  
Tel: (+511) 6157800 Annex1511  
Email: [sbeaumont@mtc.gob.pe](mailto:sbeaumont@mtc.gob.pe)

CORPAC SA  
General Coordination ACC Lima  
Tel: (+511) 4141380 Email: [dsamaniego@corpac.gob.pe](mailto:dsamaniego@corpac.gob.pe)



**APPENDIX 1**

**DCT APPLICATION AREA**

